The Road Inventory of William L Finley National Wildlife Refuge

Corvallis, OR

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Federal Highway Administration
Central Federal Lands Highway Division
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INTRODUCTION

The Transportation Equity Act for the 21st Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

(a) Maintenance and improvements of refuge roads.
(b) Maintenance and improvements of:
    (1) Adjacent vehicle parking areas
    (2) Provision for pedestrians and bicycles and
    (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
(c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

(a) The comprehensive conservation plan for each refuge;
(b) The need for access as identified through land use planning; and
(c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22nd Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

William L Finley NWR - 13589
Summaries

Route Miles and Percentages by Functional Class and Condition

Condition Rating (Based on RSL)*

F. C.	Excellent MILES	Excellent %	Good MILES	Good %	Fair MILES	Fair %	Poor MILES	Poor %	Failed MILES	Failed %	TOTAL MILES
I	0.00	0.0%	3.65	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	3.65
II	0.00	0.0%	0.40	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.40
III	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
IV	0.10	58.8%	0.07	41.2%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.17
V	1.06	13.8%	4.70	61.4%	1.54	20.1%	0.36	4.7%	0.00	0.0%	7.66
Totals	**1.16**	**9.8%**	**8.82**	**74.2%**	**1.54**	**13.0%**	**0.36**	**3.0%**	**0.00**	**0.0%**	**11.88**

*For a description of condition ratings for the various surface types see the Appendix.

Route Miles and Percentages by Surface Type and Condition

Paved Condition Rating [Condition(RSL)]

Surface	Excellent MILES	Excellent %	Good MILES	Good %	Fair MILES	Fair %	Poor MILES	Poor %	Failed MILES	Failed %	TOTAL MILES
AS	0.00	0.0%	0.05	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.05
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	**0.00**	**0.0%**	**0.05**	**100.0%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.05**

Unpaved Condition Rating [Condition(RSL)]

Surface	Excellent MILES	Excellent %	Good MILES	Good %	Fair MILES	Fair %	Poor MILES	Poor %	Failed MILES	Failed %	TOTAL MILES
GR	1.16	10.2%	8.70	76.9%	1.10	9.7%	0.36	3.2%	0.00	0.0%	11.32
NA	0.00	0.0%	0.07	13.7%	0.44	86.3%	0.00	0.0%	0.00	0.0%	0.51
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	1.16	**9.8%**	8.77	**74.1%**	1.54	**13.0%**	0.36	**3.0%**	0.00	**0.0%**	**11.83**

Square Footage (Parking Areas)

Condition Rating

Surface	Excellent SQ FT	Excellent %	Good SQ FT	Good %	Fair SQ FT	Fair %	Poor SQ FT	Poor %	Failed SQ FT	Failed %	Total SQ FT
AS	22,296	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	22,296
CO	0	0.0%	820	52.1%	755	47.9%	0	0.0%	0	0.0%	1,575
GR	46,121	26.1%	123,357	69.9%	7,079	4.0%	0	0.0%	0	0.0%	176,557
NA	0	0.0%	9,425	100.0%	0	0.0%	0	0.0%	0	0.0%	9,425
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	**68,417**	**32.6%**	**133,602**	**63.7%**	**7,834**	**3.7%**	**0**	**0.0%**	**0**	**0.0%**	**209,853**

William L Finley NWR - 13589
Summaries

Route Miles and Percentages by Use Type and Condition

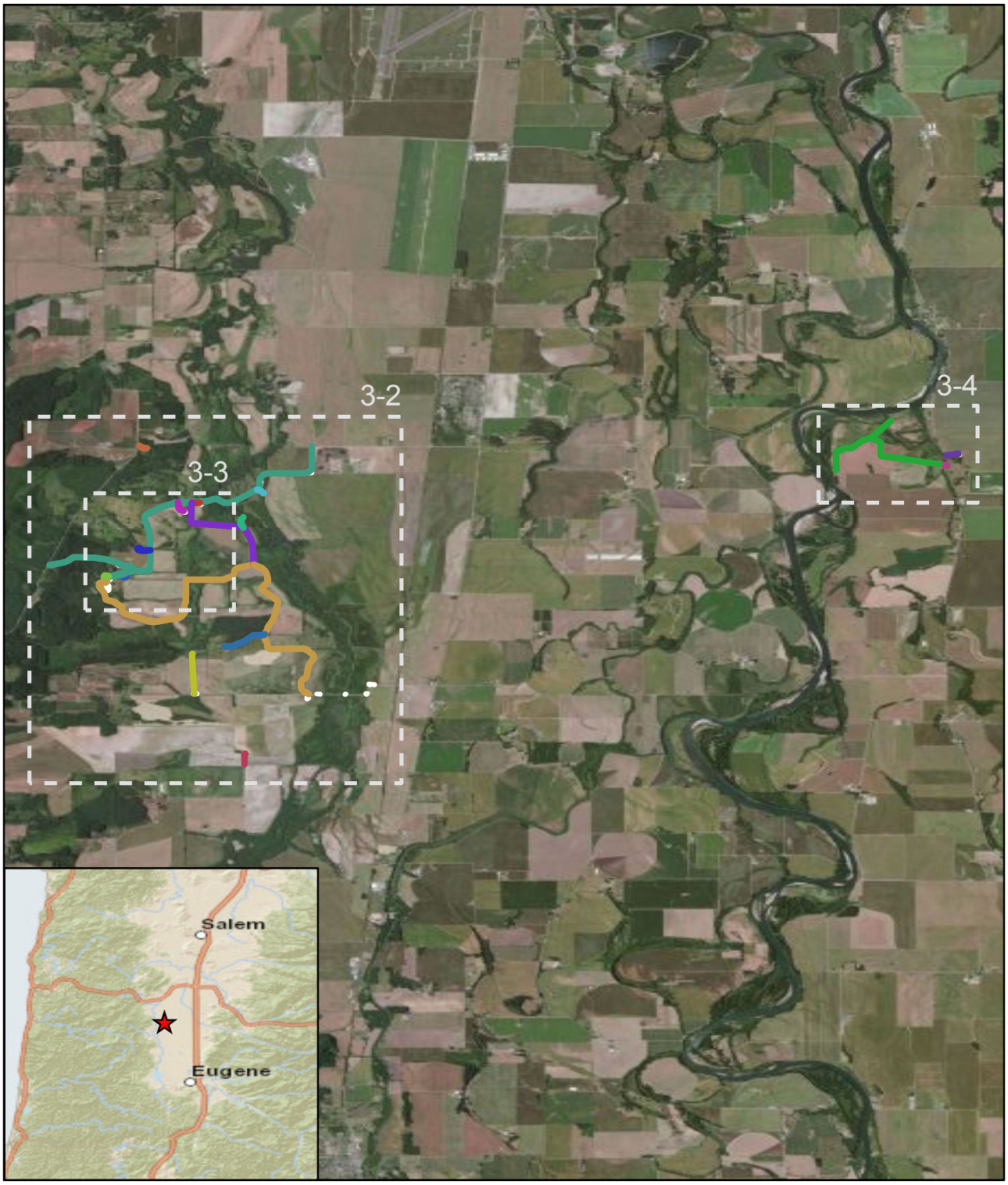
Road Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
Public (FC I-III)	0.00	0.0%	4.05	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	4.05
Admin (FC IV-V)	1.16	14.8%	4.77	60.9%	1.54	19.7%	0.36	4.6%	0.00	0.0%	7.83
Totals	**1.16**	**9.8%**	**8.82**	**74.2%**	**1.54**	**13.0%**	**0.36**	**3.0%**	**0.00**	**0.0%**	**11.88**

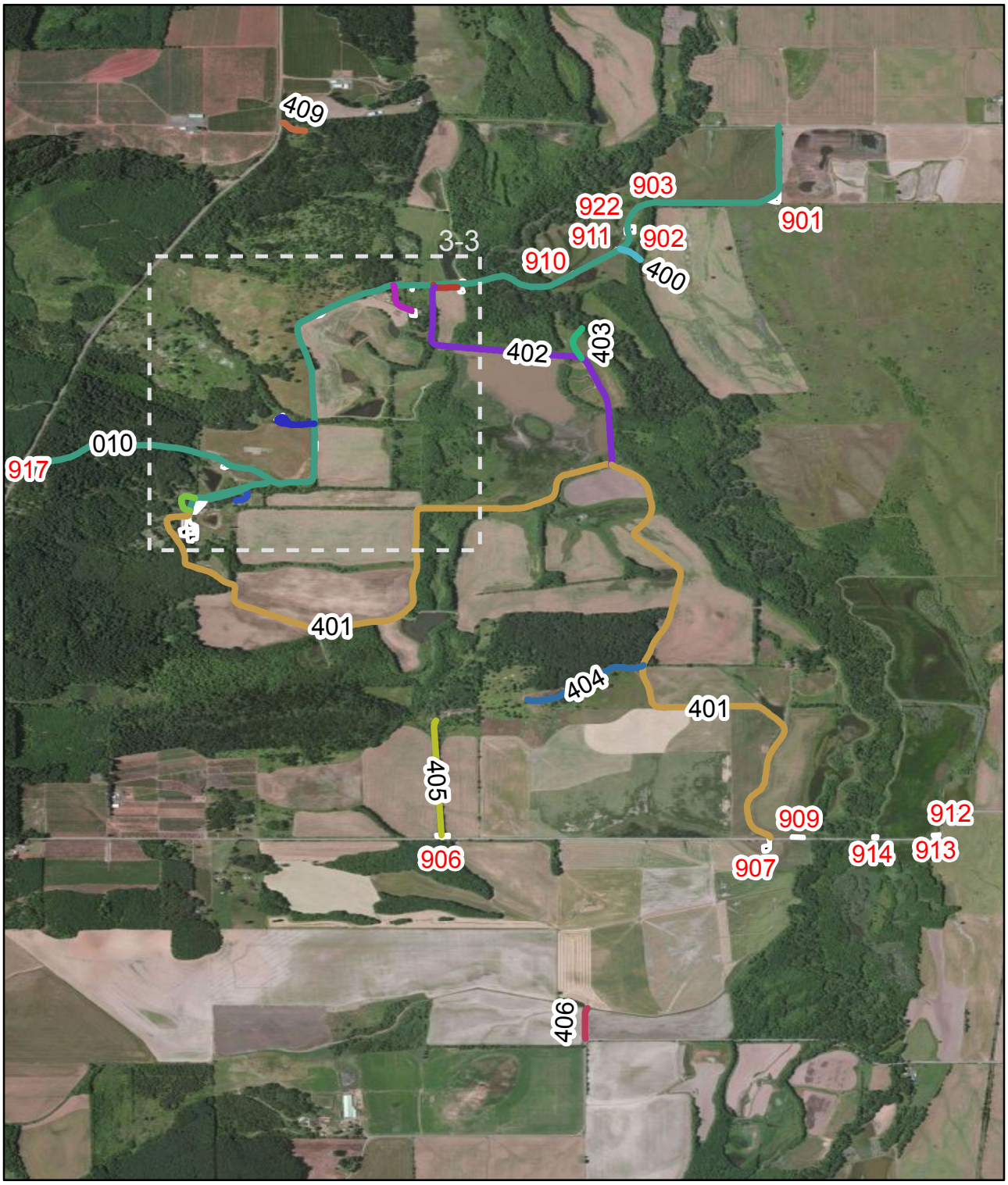
Parking Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		Total
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft
Public	68417	46.2%	77698	52.5%	1977	1.3%	0	0.0%	0	0.0%	148,092
Admin	0	0.0%	55904	90.5%	5857	9.5%	0	0.0%	0	0.0%	61,761
Totals	**68,417**	**32.6%**	**133,602**	**63.7%**	**7,834**	**3.7%**	**0**	**0.0%**	**0**	**0.0%**	**209,853**

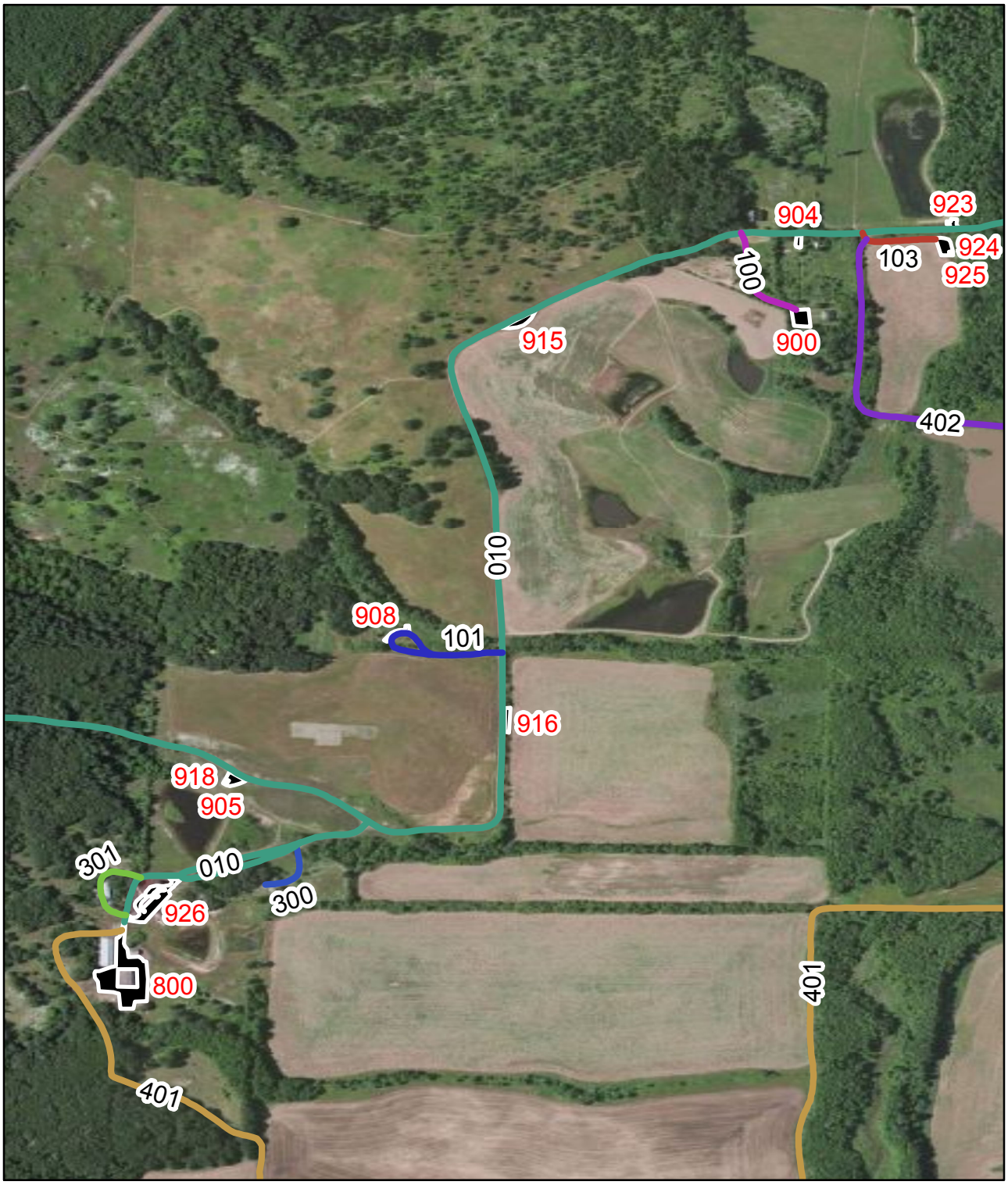
William L. Finley NWR
Route Location Map



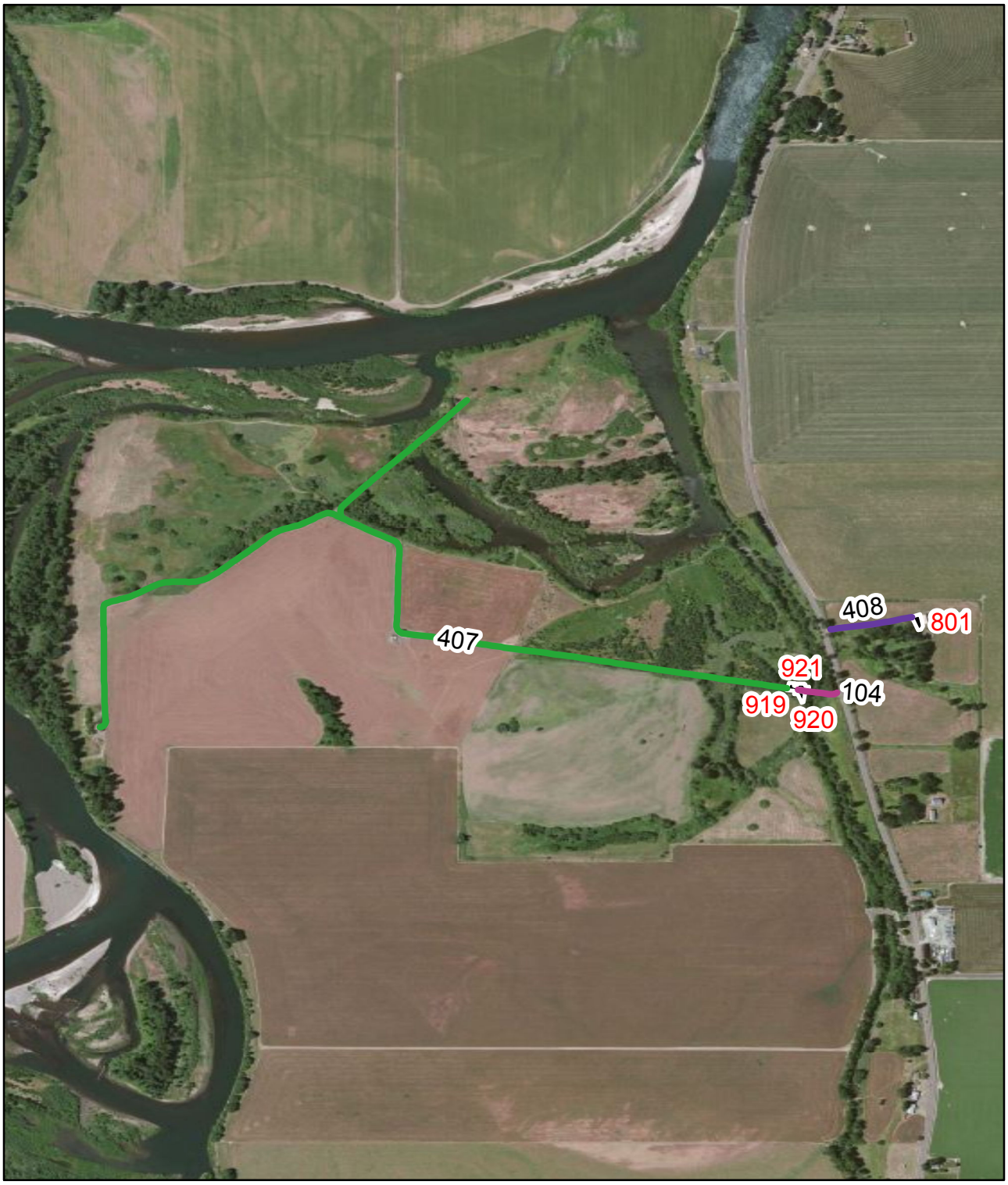
William L. Finley NWR
Route Location Map



William L. Finley NWR
Route Location Map



William L. Finley NWR
Route Location Map



William L Finley NWR - 13589
Route Identification List

Shading Color Key:

White = Paved Routes
Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
010	10004462	Finley Refuge Road	3.65	From Finley Road to Shop Parking (Route 800)	-	3.65	2	1
100	10049064	Cambell Lodge Parking	0.12	From Finley Refuge Road (Route 010) to Cambell Lodge Parking (Route 900)	-	0.12	2	2
101	10048839	Woodpecker Loop Road	0.16	From Finley Refuge Road (Route 010) to end of loop	-	0.16	1	2
103	10058599	Homer Cambell Road	0.07	From Finley Refuge Road (Route 010) to Homer Cambell Parking (Route 924)	-	0.07	2	2
104	-	Snag Boat Bend West Access	0.05	From Peoria Road to Snag Boat Bend West Parking (Route 919)	0.05	-	2	2
300	10048918	Residence Quarters 4 Road	0.07	From Finley Refuge Road (Route 010) to Residence	-	0.07	1	4
301	-	Residence Road	0.10	From Finley Refuge Road (Route 010) back to Finley Refuge Road (Route 010)	-	0.10	1	4
400	10048922	Field 2/Middle Prairie Access Road	0.07	From Finley Refuge Road (Route 010) to problem area	-	0.07	1	5
401	10004463	Interior Road	3.86	From Shop Parking (Route 800) to Bruce Road	-	3.86	1	5
402	10004472	North Cambell Road	1.04	From Homer Cambell Road (Route 103) to Interior Road (Route 401)	-	1.04	1	5
403	-	Cambell Pump Access	0.12	From North Cambell Road (Route 402) to pump	-	0.12	1	5
404	-	Pigeon Butte Quarry Road	0.36	From Interior Road (Route 401) to Pigeon Butte Quarry	-	0.36	1	5
405	10048920	Pigeon Springs Access Road	0.44	From Pigeon Springs Parking (Route 906) to end of field	-	0.44	1	5
406	10048924	Field 12S Access Road	0.12	From Mcfarland Road to field access	-	0.12	1	5
407	10004508	Snag Boat Bend West Administrative Access Road	1.48	From Snag Boat Bend West Parking (Route 919) to all roads within Snag Boat Bend Unit	-	1.48	1	5
408	10048915	Snag Boat Bend East Administrative Access Road	0.10	From Peoria Road to Snag Boat Bend East Shop Parking (Route 801)	-	0.10	1	5
409	-	Brown Creek Access Road	0.07	From Bellfountain Road to problem area	-	0.07	1	5

William L Finley NWR - 13589

Route Identification List (Parking)

Shading Color Key:	White = Paved Routes
	Green = Unpaved Routes

Route #	Asset Number	ROUTE NAME	Area (Sq Ft)	ROUTE DESCRIPTION	Surface Type
800	10048218	Shop Parking	55,904	From Finley Refuge Road (Route 010)	Gravel
801	10048914	Snag Boat Bend East Shop Parking	5,857	From Snag Boat Bend East Administrative Access Road (Route 408)	Gravel
900	10048878	Cambell Lodge Parking	8,709	From Cambell Lodge Parking (Route 100)	Gravel
901	-	Prairie Overlook Parking	13,781	From Finley Refuge Road (Route 010)	Gravel
902	10048907	Restroom Parking	2,771	From Finley Refuge Road (Route 010)	Gravel
903	10048993	Hunter Parking	9,425	From Finley Refuge Road (Route 010)	Native
904	10048879	Feichter House Parking	1,960	From Finley Refuge Road (Route 010)	Gravel
905	10048874	Mill Hill Trail Parking	5,206	From Finley Refuge Road (Route 010)	Gravel
906	10048179	Pigeon Springs Parking	7,275	From Bruce Road	Gravel
907	10004443	Bruce Road Overlook Parking	12,200	From Bruce Road	Gravel
908	10048913	Woodpecker Loop Parking	2,516	From Woodpecker Loop Road (Route 101)	Gravel
909	10048181	Cheadle Marsh Parking	5,643	From Bruce Road	Gravel
910	10048903	Vehicle Turnout at Turtle Flats West	1,007	From Finley Refuge Road (Route 010)	Gravel
911	10048881	Turtle Flats East	1,196	From Finley Refuge Road (Route 010)	Gravel
912	10048197	McFadden Marsh Observation Blind Parking	13,493	From Bruce Road	Gravel
913	10048196	McFadden Marsh East Parking Lot	6,085	From Bruce Road	Gravel
914	10048192	McFadden Marsh West Parking Lot	2,857	From Bruce Road	Gravel
915	10048883	Field #22 Vehicle Turnout	5,956	From Finley Refuge Road (Route 010)	Gravel
916	10048884	Field #4 Turnout	3,766	From Finley Refuge Road (Route 010)	Gravel
917	-	Vehicle Turnout at Bellfountain Entrance	1,222	From Finley Refuge Road (Route 010)	Gravel
918	-	Mill Hill Trail HC Parking	317	From Mill Hill Trail Parking (Route 905)	Concrete
919	-	Snag Boat Bend West Parking	10,081	From Snag Boat Bend West Access (Route 104)	Gravel
920	10048575	Snag Boat Bend Handicapped Parking North	408	From Snag Boat Bend West Parking (Route 919)	Concrete
921	-	Snag Boat Bend Handicapped Parking South	347	From Snag Boat Bend West Parking (Route 919)	Concrete
922	-	Restroom HC Parking	300	From Restroom Parking (Route 902)	Concrete
923	-	Photo Blind Parking	2,206	From Finley Refuge Road (Route 010)	Gravel
924	10058598	Homer Cambell Parking	6,866	From Homer Cambell Road (Route 103)	Gravel
925	-	Homer Cambell HC Parking	203	From Homer Cambell Parking (Route 924)	Concrete
926	-	Visitor Center Parking	22,296	From Finley Refuge Road (Route 010)	Asphalt

CHANGES TO THE FISH AND WILDLIFE SERVICE ROAD INVENTORY REPORT

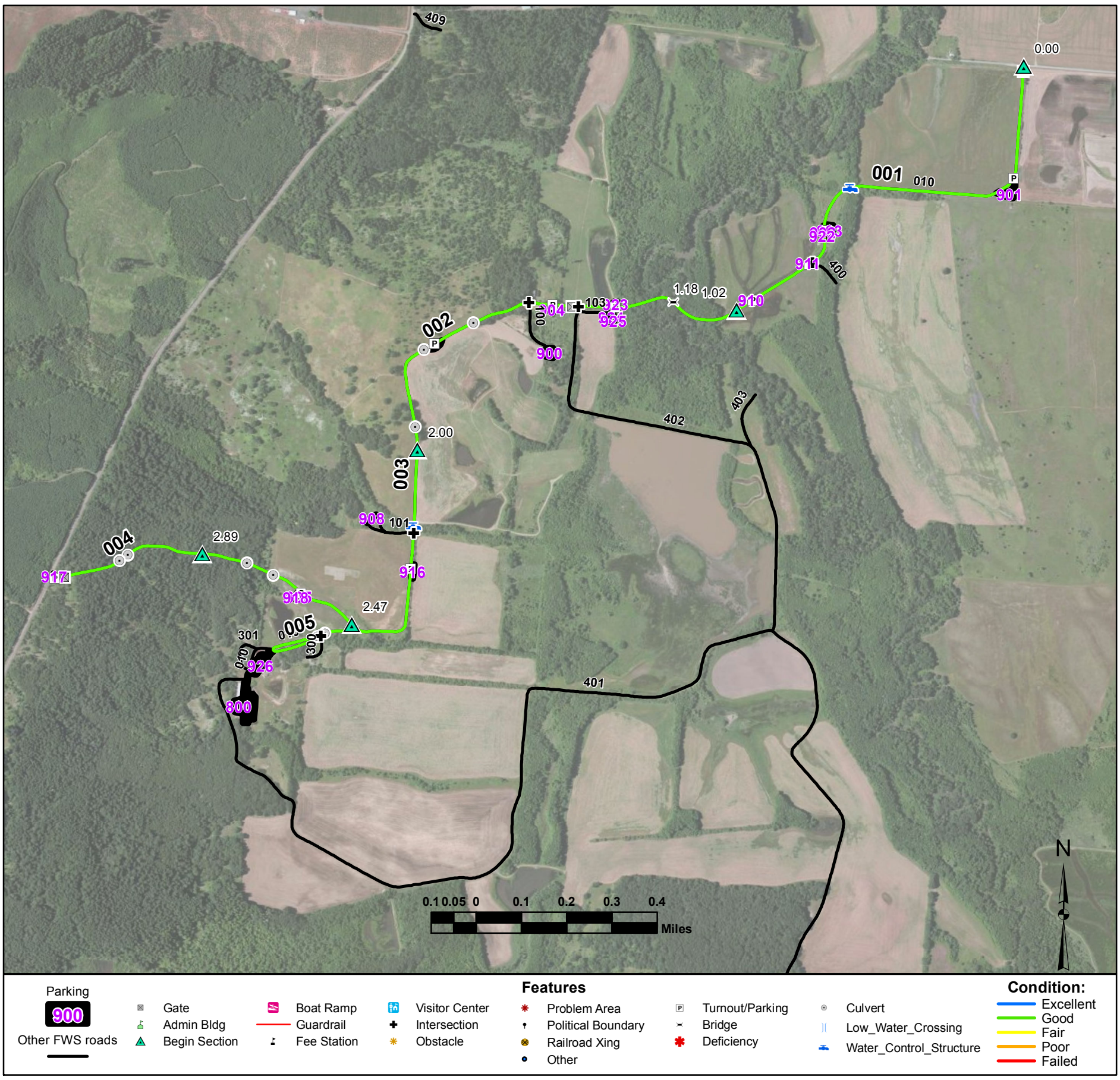
William L Finley NWR

Routes added to previous inventory:		
Rte #	**Rte Name**	**Reason For Addition**
926	Visitor Center Parking	New Public Route
925	Homer Cambell HC Parking	New Public Route
924	Homer Cambell Parking	New Public Route
923	Photo Blind Parking	New Public Route
922	Restroom HC Parking	New Public Route
921	Snag Boat Bend Handicapped Parking South	New Public Route
920	Snag Boat Bend Handicapped Parking North	New Public Route
919	Snag Boat Bend West Parking	New Public Route
918	Mill Hill Trail HC Parking	New Public Route
801	Snag Boat Bend East Shop Parking	New Administrative Route
800	Shop Parking	New Administrative Route
409	Brown Creek Access Road	New Administrative Route
408	Snag Boat Bend East Administrative Access Road	New Administrative Route
407	Snag Boat Bend West Administrative Access Road	New Administrative Route
406	Field 12S Access Road	New Administrative Route
405	Pigeon Springs Access Road	New Administrative Route
404	Pigeon Butte Quarry Road	New Administrative Route
403	Cambell Pump Access	New Administrative Route
402	North Cambell Road	New Administrative Route
401	Interior Road	New Administrative Route
400	Field 2/Middle Prairie Access Road	New Administrative Route
301	Residence Road	New Administrative Route
300	Residence Quarters 4 Road	New Administrative Route
104	Snag Boat Bend West Access	New Public Route
103	Bruce Road Overlook Access Road	New Public Route

Routes removed from previous inventory:		
Rte #	**Rte Name**	**Reason For Removal**
102	Bruce Road Overlook Access Road	Overlapped by Parking Lot Route 907

Routes modified from previous inventory:			
Rte #	**Rte Name**	**Type of Modification**	**Description of Modification**
907	Bruce Road Overlook Parking	New GPS Trace	
906	Pigeon Springs Parking	Name Change	Changed from Pigeon Butte Parking Lot
901	Prairie Overlook Parking	New GPS Trace/ Name Change	Changed form Parking Lot #1
900	Cambell Lodge Parking	Name Change	Changed from Refuge Office Parking

Comments:



Finley Refuge Road

From Finley Road to Shop Parking (Route 800)

Route Number: 010

Total Route Mileage: 3.65

Asset Number	10004462	10004462	10004462	10004462	10004462
Section Number	001	002	003	004	005
Section Length (miles)	1.02	0.98	0.89	0.35	0.31
Inspection Date	01-09-2013	01-09-2013	01-09-2013	01-09-2013	01-09-2013
Surface Type	Gravel	Gravel	Gravel	Gravel	Gravel
Number of Lanes	2	2	2	2	2
Roadway Width (feet)	20	16	20	20	16
Condition	Good	Good	Good	Good	Good
Remaining Service Life (years)	5	7	7	5	7
Estimated Cost to Repair	$1,900	$1,800	$1,600	$600	$600
Current Replacement Value	$805,200	$773,600	$702,500	$276,300	$244,700

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0	Intersection	002-1.53	Gate	004-3.21		
Gate	001-0.01	Culvert	002-1.67	Turnout/Parking	004-3.23		
Turnout/Parking	001-0.21	Turnout/Parking	002-1.77	Begin Section	005-2.47		
Water Control Structure	001-0.63	Culvert	002-1.8	Culvert	005-2.54		
Turnout/Parking	001-0.74	Culvert	002-1.96	Culvert	005-2.55		
Intersection	001-0.81	Begin Section	003-2.0	Intersection	005-2.78		
Turnout/Parking	001-0.82	Water Control Structure	003-2.14				
3 Culverts	001-0.98	Intersection	003-2.15				
Turnout/Parking	001-0.98	Turnout/Parking	003-2.22				
Begin Section	002-1.02	Turnout/Parking	003-2.62				
Bridge	002-1.18	Culvert	003-2.7				
Turnout/Parking	002-1.33	Culvert	003-2.77				
Intersection	002-1.41	Begin Section	004-2.89				
Gate	002-1.43	Culvert	004-3.06				
Turnout/Parking	002-1.48	Culvert	004-3.08				

ROUTE 010

Finley Refuge Road

From Finley Road to Shop Parking (Route 800)

Route Number: 010

Total Route Mileage: 3.65

Asset Number	10004462				
Section Number	006				
Section Length (miles)	0.10				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	2				
Roadway Width (feet)	16				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$200				
Current Replacement Value	$78,900				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	006-2.66						
Turnout/Parking	006-2.66						
Intersection	006-2.71						
Intersection	006-2.75						
Culvert	006-2.76						
Turnout/Parking	006-2.76						
Gate	006-2.76						

Cambell Lodge Parking

From Finley Refuge Road (Route 010) to Cambell Lodge Parking (Route 900)

Route Number: 100

Total Route Mileage: 0.12

Asset Number	10049064				
Section Number	001				
Section Length (miles)	0.12				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	2				
Roadway Width (feet)	16				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$200				
Current Replacement Value	$94,700				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Turnout/Parking	001-0.12						

ROUTE 101

Parking
900
Other FWS roads

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Intersection
Obstacle

Features
Problem Area
Political Boundary
Railroad Xing
Other
Turnout/Parking
Bridge
Deficiency
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:
Excellent
Good
Fair
Poor
Failed

Woodpecker Loop Road

From Finley Refuge Road (Route 010) to end of loop

Route Number: 101

Total Route Mileage: 0.16

Asset Number	10048839				
Section Number	001				
Section Length (miles)	0.16				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	14				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$300				
Current Replacement Value	$126,300				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Culvert	001-0.0						
Turnout/Parking	001-0.12						

Homer Cambell Road

From Finley Refuge Road (Route 010) to Homer Cambell Parking (Route 924)

Route Number: 103

Total Route Mileage: 0.07

Asset Number	10058599				
Section Number	001				
Section Length (miles)	0.07				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	2				
Roadway Width (feet)	16				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$100				
Current Replacement Value	$55,300				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Intersection	001-0.01						
Turnout/Parking	001-0.07						

Snag Boat Bend West Access

From Peoria Road to Snag Boat Bend West Parking (Route 919)

Route Number: 104

Total Route Mileage: 0.05

Asset Number	-				
Section Number	001				
Section Length (miles)	0.05				
Inspection Date	01-10-2013				
Surface Type	Asphalt				
Number of Lanes	2				
Roadway Width (feet)	20				
Condition	Good				
Remaining Service Life (years)	14				
Estimated Cost to Repair	$1,100				
Current Replacement Value	$68,500				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Bridge	001-0.03						
Turnout/Parking	001-0.05						

Residence Quarters 4 Road

From Finley Refuge Road (Route 010) to Residence

Route Number: 300

Total Route Mileage: 0.07

Asset Number	10048918				
Section Number	001				
Section Length (miles)	0.07				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$100				
Current Replacement Value	$55,300				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Culvert	001-0.01						
Gate	001-0.01						

Residence Road

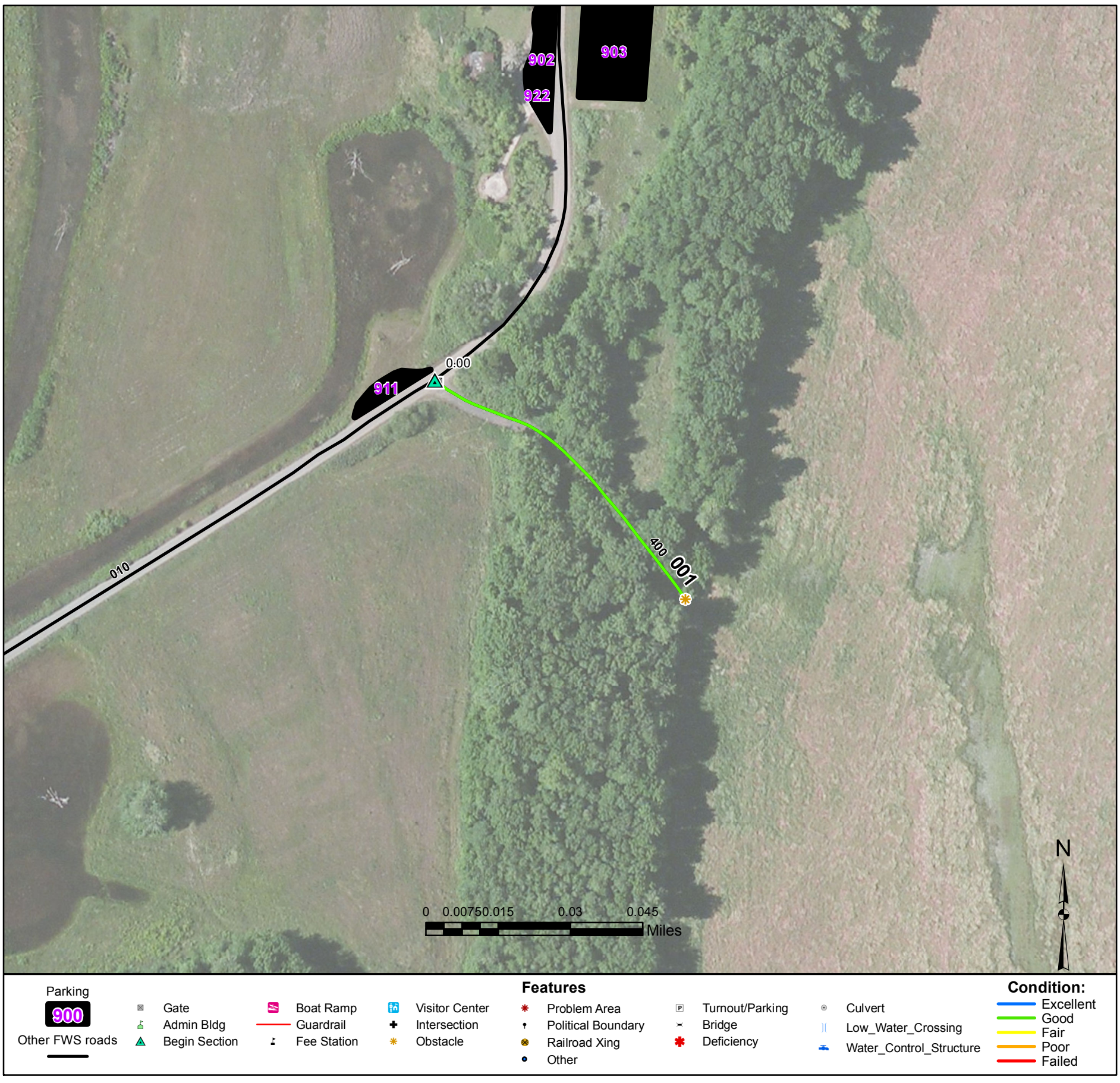
From Finley Refuge Road (Route 010) back to Finley Refuge Road (Route 010)

Route Number: 301

Total Route Mileage: 0.10

Asset Number	-				
Section Number	001				
Section Length (miles)	0.10				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	14				
Condition	Excellent				
Remaining Service Life (years)	9				
Estimated Cost to Repair	$0				
Current Replacement Value	$78,900				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						



Field 2/Middle Prairie Access Road

From Finley Refuge Road (Route 010) to problem area

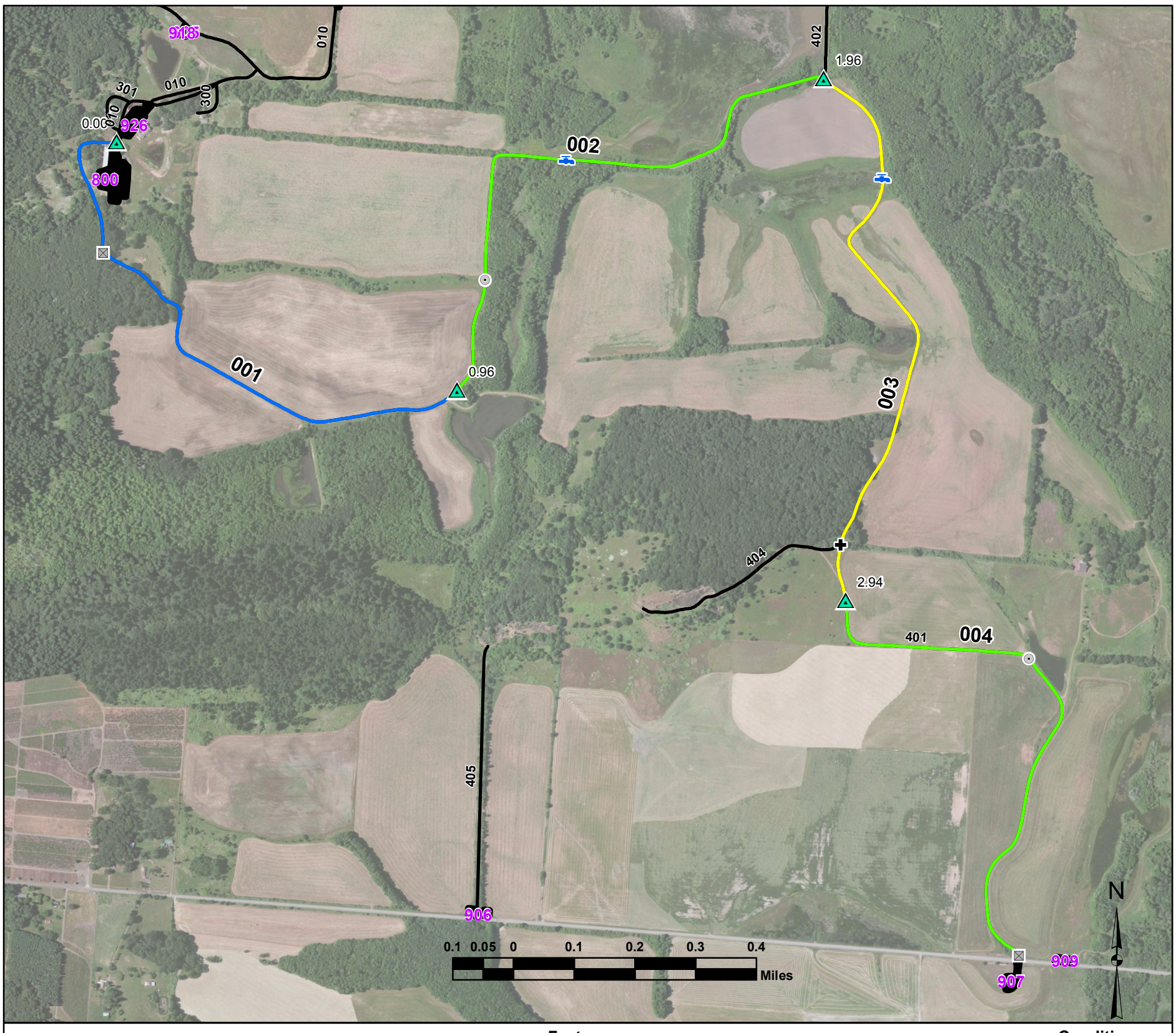
Route Number: 400

Total Route Mileage: 0.07

Asset Number	10048922				
Section Number	001				
Section Length (miles)	0.07				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$100				
Current Replacement Value	$55,300				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Obstacle	001-0.07						

ROUTE 401



Interior Road

From Shop Parking (Route 800) to Bruce Road

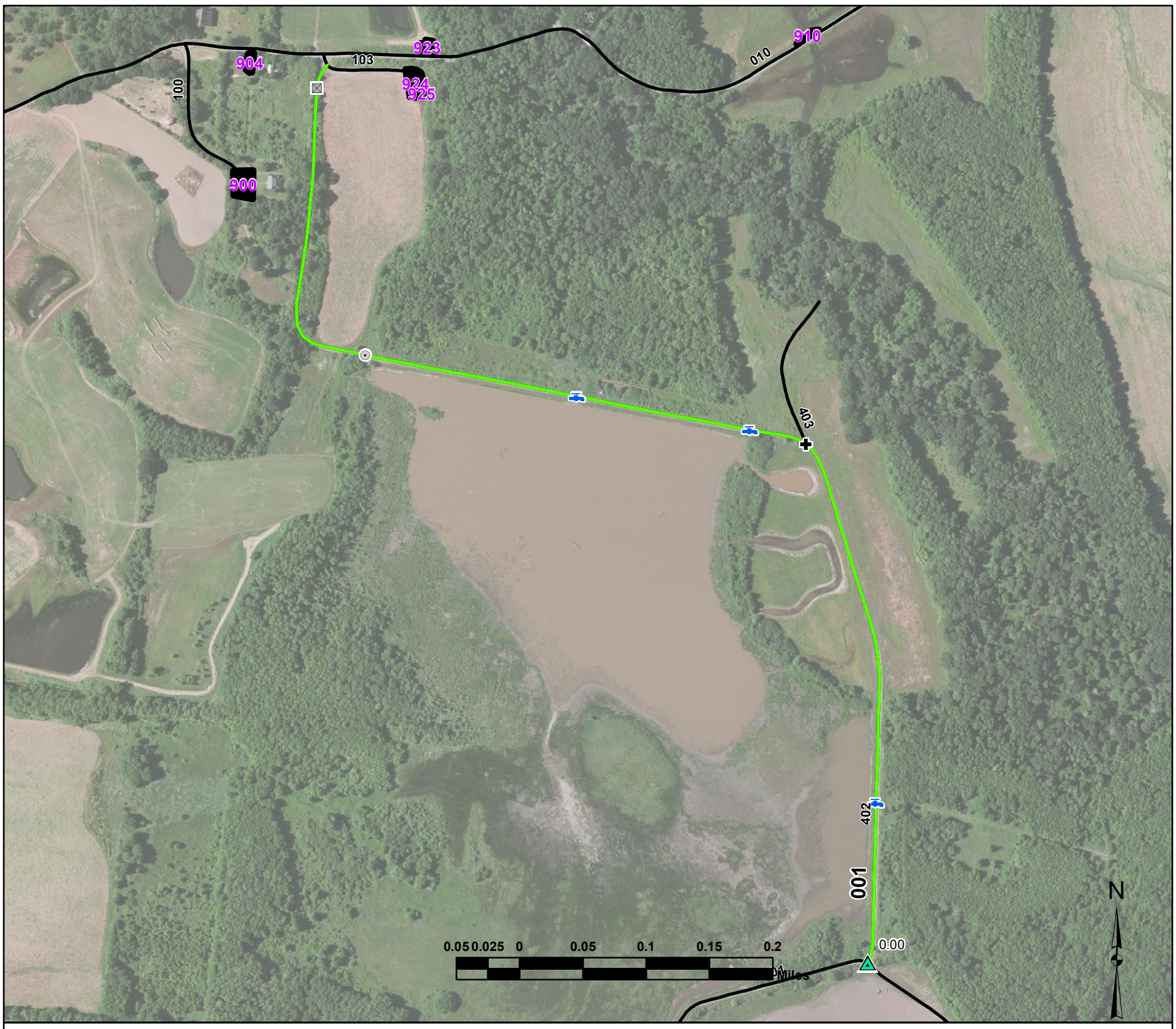
Route Number: 401

Total Route Mileage: 3.86

Asset Number	10004463	10004463	10004463	10004463	
Section Number	001	002	003	004	
Section Length (miles)	0.96	1.00	0.98	0.92	
Inspection Date	01-09-2013	01-09-2013	01-09-2013	01-09-2013	
Surface Type	Gravel	Gravel	Gravel	Gravel	
Number of Lanes	1	1	1	1	
Roadway Width (feet)	12	12	12	12	
Condition	Excellent	Good	Fair	Good	
Remaining Service Life (years)	9	7	4	7	
Estimated Cost to Repair	$0	$1,900	$4,000	$1,700	
Current Replacement Value	$757,800	$789,400	$773,600	$726,200	

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.22						
Begin Section	002-0.96						
Culvert	002-1.13						
Water Control Structure	002-1.43						
Begin Section	003-1.96						
Water Control Structure	003-2.17						
Intersection	003-2.85						
Begin Section	004-2.94						
Culvert	004-3.34						
Gate	004-3.86						

ROUTE 402



Parking
900
Other FWS roads

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Intersection
Obstacle

Features
Problem Area
Political Boundary
Railroad Xing
Other
Turnout/Parking
Bridge
Deficiency
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:
Excellent
Good
Fair
Poor
Failed

North Cambell Road

From Homer Cambell Road (Route 103) to Interior Road (Route 401)

Route Number: 402

Total Route Mileage: 1.04

Asset Number	10004472				
Section Number	001				
Section Length (miles)	1.04				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	$1,900				
Current Replacement Value	$820,900				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Water Control Structure	001-0.11						
Intersection	001-0.37						
Water Control Structure	001-0.42						
Water Control Structure	001-0.59						
2 Culverts	001-0.79						
Gate	001-1.02						

Cambell Pump Access

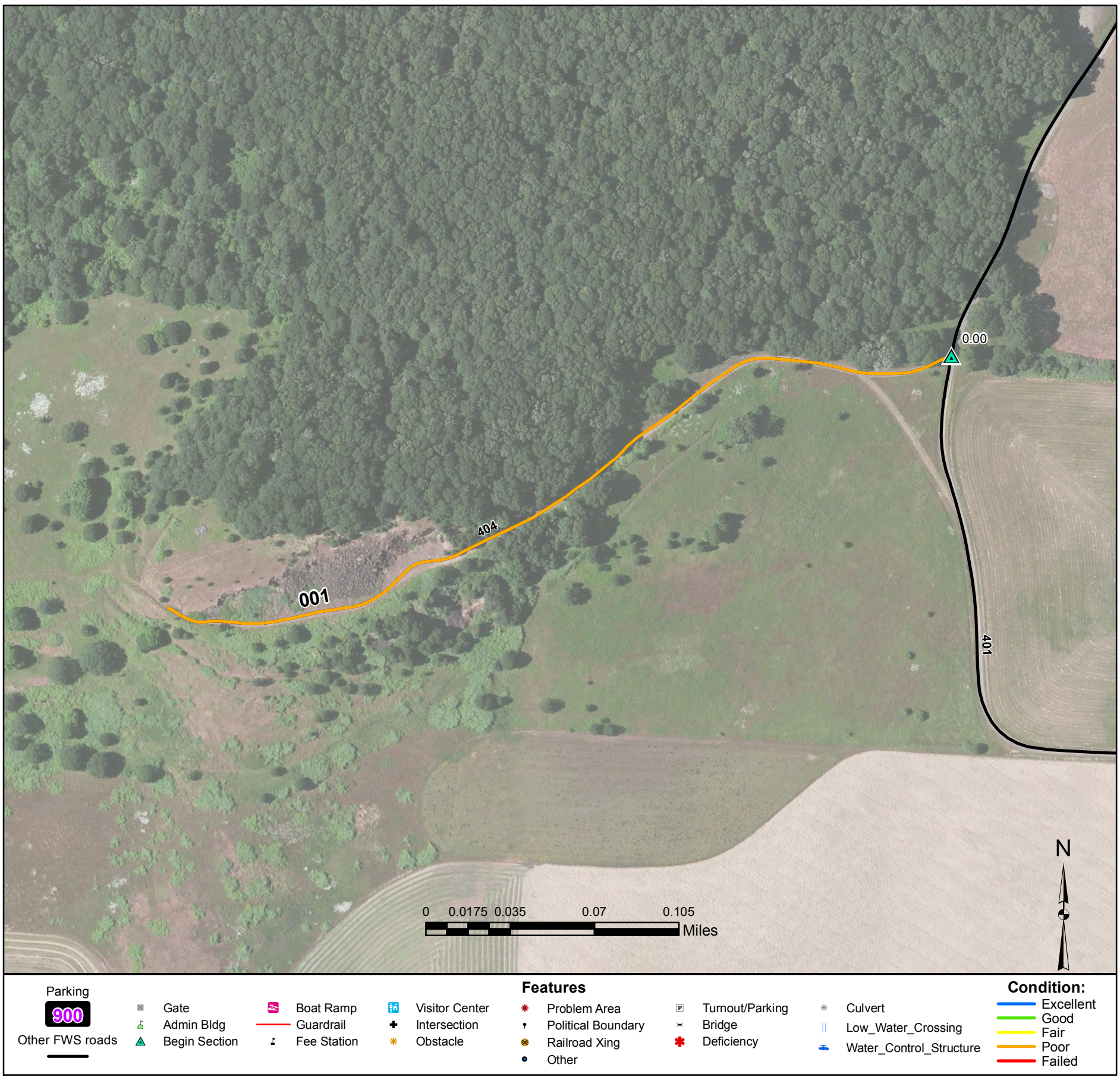
From North Cambell Road (Route 402) to pump

Route Number: 403

Total Route Mileage: 0.12

Asset Number	-				
Section Number	001				
Section Length (miles)	0.12				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	10				
Condition	Fair				
Remaining Service Life (years)	4				
Estimated Cost to Repair	$500				
Current Replacement Value	$94,700				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						



Pigeon Butte Quarry Road

From Interior Road (Route 401) to Pigeon Butte Quarry

Route Number: 404

Total Route Mileage: 0.36

Asset Number	-				
Section Number	001				
Section Length (miles)	0.36				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Poor				
Remaining Service Life (years)	2				
Estimated Cost to Repair	$52,600				
Current Replacement Value	$284,200				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						

ROUTE 405

Pigeon Springs Access Road

From Pigeon Springs Parking (Route 906) to end of field

Route Number: 405

Total Route Mileage: 0.44

Asset Number	10048920				
Section Number	001				
Section Length (miles)	0.44				
Inspection Date	01-09-2013				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Fair				
Remaining Service Life (years)	4				
Estimated Cost to Repair	$1,100				
Current Replacement Value	$179,700				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						

Field 12S Access Road

From Mcfarland Road to field access

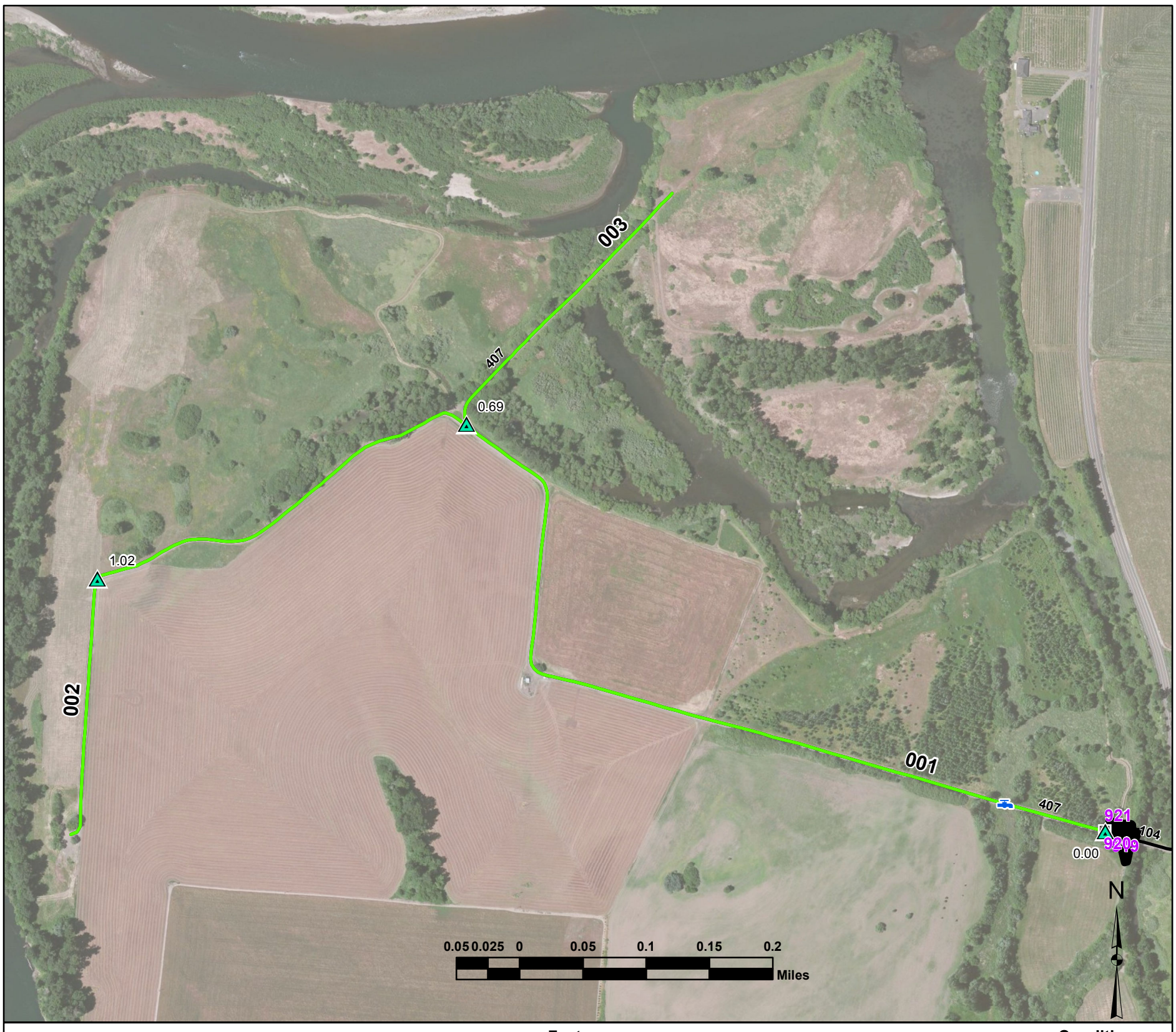
Route Number: 406

Total Route Mileage: 0.12

Asset Number	10048924				
Section Number	001				
Section Length (miles)	0.12				
Inspection Date	01-09-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	5				
Estimated Cost to Repair	$200				
Current Replacement Value	$94,700				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						

ROUTE 407



Snag Boat Bend West Administrative Access Road

From Snag Boat Bend West Parking (Route 919) to all roads within Snag Boat Bend Unit

Route Number: 407

Total Route Mileage: 1.48

Asset Number	10004508	10004508	10004508		
Section Number	001	002	003		
Section Length (miles)	1.02	0.21	0.25		
Inspection Date	01-10-2013	01-10-2013	01-10-2013		
Surface Type	Gravel	Gravel	Gravel		
Number of Lanes	1	1	1		
Roadway Width (feet)	12	12	12		
Condition	Good	Good	Good		
Remaining Service Life (years)	5	5	5		
Estimated Cost to Repair	$1,900	$400	$500		
Current Replacement Value	$805,200	$165,800	$197,300		

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Water Control Structure	001-0.09						
Begin Section	002-1.02						
Begin Section	003-0.69						

Snag Boat Bend East Administrative Access Road

From Peoria Road to Snag Boat Bend East Shop Parking (Route 801)

Route Number: 408

Total Route Mileage: 0.10

Asset Number	10048915				
Section Number	001				
Section Length (miles)	0.10				
Inspection Date	01-10-2013				
Surface Type	Gravel				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Excellent				
Remaining Service Life (years)	9				
Estimated Cost to Repair	$0				
Current Replacement Value	$78,900				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.01						
Turnout/Parking	001-0.1						

ROUTE 409

Parking
900
Other FWS roads

Gate
Admin Bldg
Begin Section

Boat Ramp
Guardrail
Fee Station

Visitor Center
Intersection
Obstacle

Features
Problem Area
Political Boundary
Railroad Xing
Other

Turnout/Parking
Bridge
Deficiency

Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:
Excellent
Good
Fair
Poor
Failed

Brown Creek Access Road

From Bellfountain Road to problem area

Route Number: 409

Total Route Mileage: 0.07

Asset Number	-				
Section Number	001				
Section Length (miles)	0.07				
Inspection Date	01-09-2013				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	5				
Estimated Cost to Repair	$100				
Current Replacement Value	$28,600				

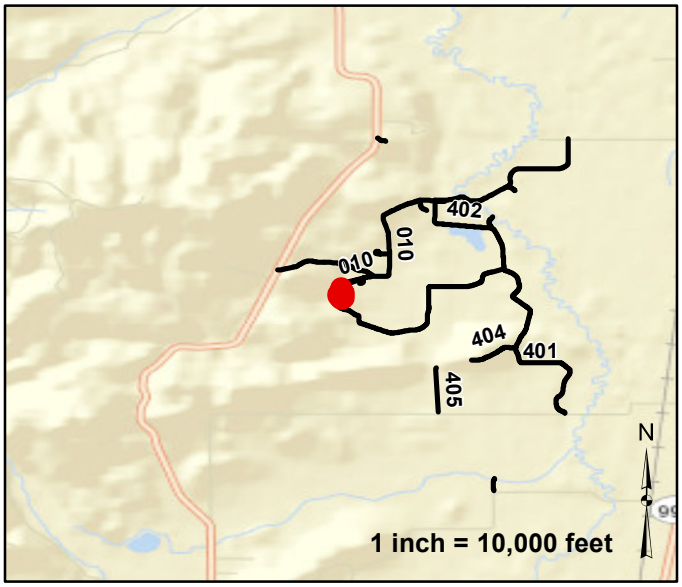
Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Gate	001-0.0						
Problem Area	001-0.07						

Route Number: 800

Shop Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048218	55904	20	Good	Gravel	$9,600	01-09-2013	$316,800



Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

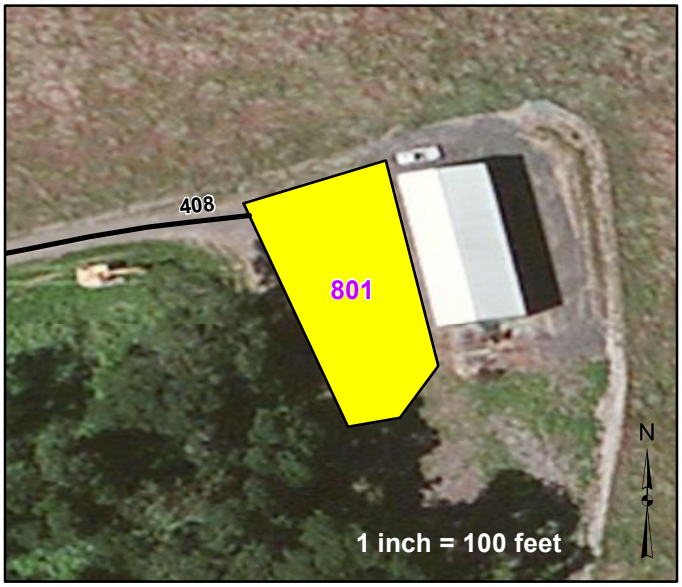
Excellent
Good
Fair
Poor
Failed

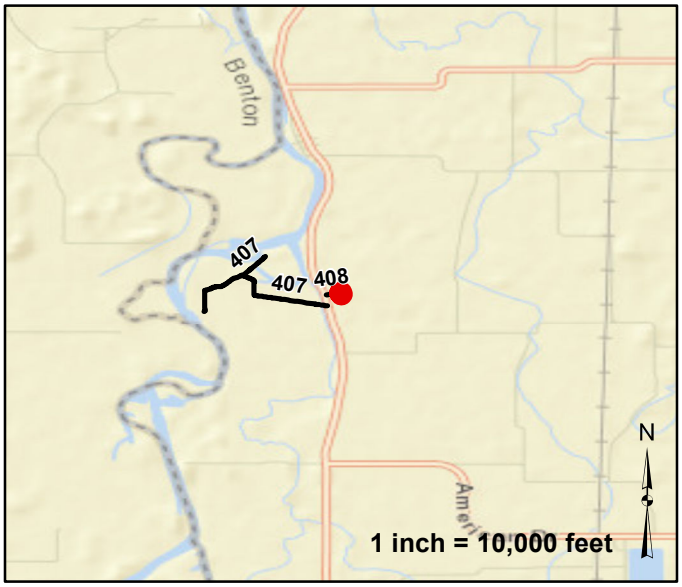
Route Number: 801

Snag Boat Bend East Shop Parking

From Snag Boat Bend East Administrative Access Road (Route 408)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048914	5857	10	Fair	Gravel	$1,800	01-10-2013	$33,200





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

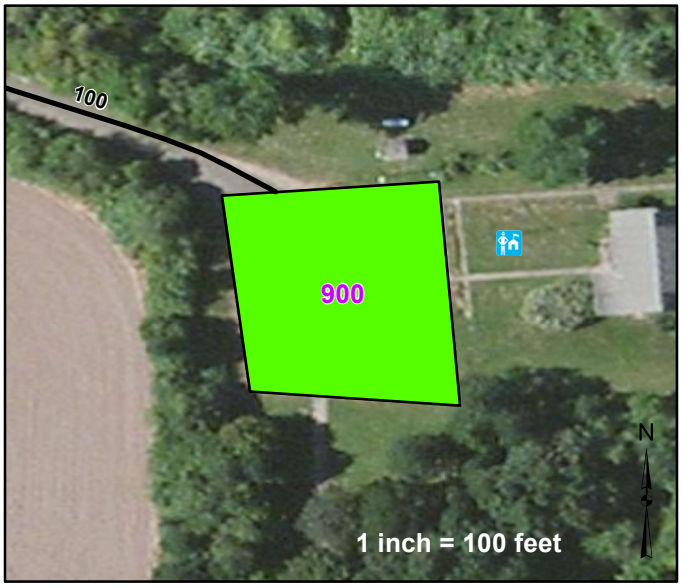
- Excellent
- Good
- Fair
- Poor
- Failed

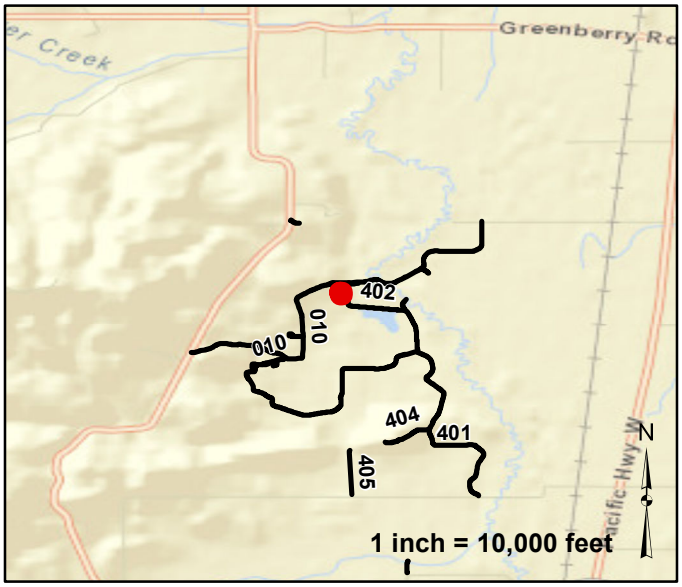
Route Number: 900

Cambell Lodge Parking

From Cambell Lodge Parking (Route 100)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048878	8709	10	Good	Gravel	$1,500	01-09-2013	$49,300





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

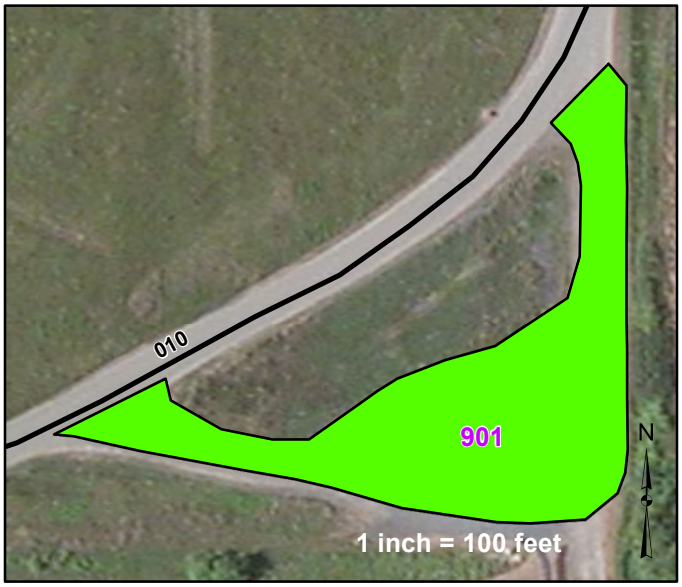
Failed

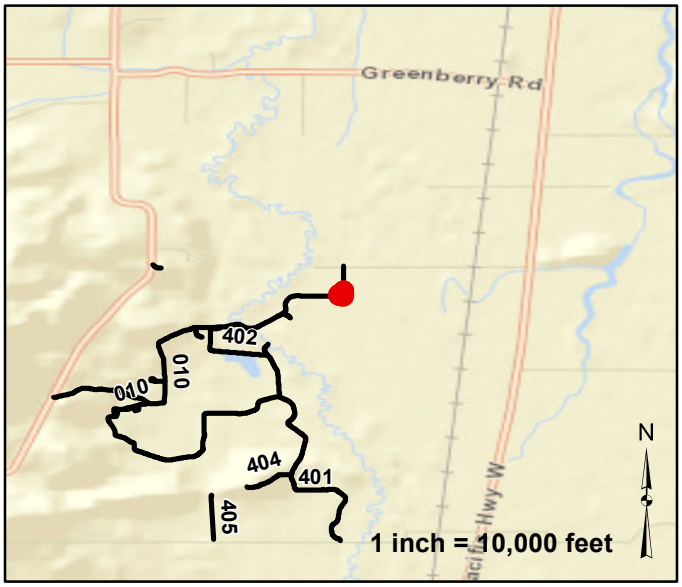
Route Number: 901

Prairie Overlook Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	13781	10	Good	Gravel	$2,400	01-09-2013	$78,100





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

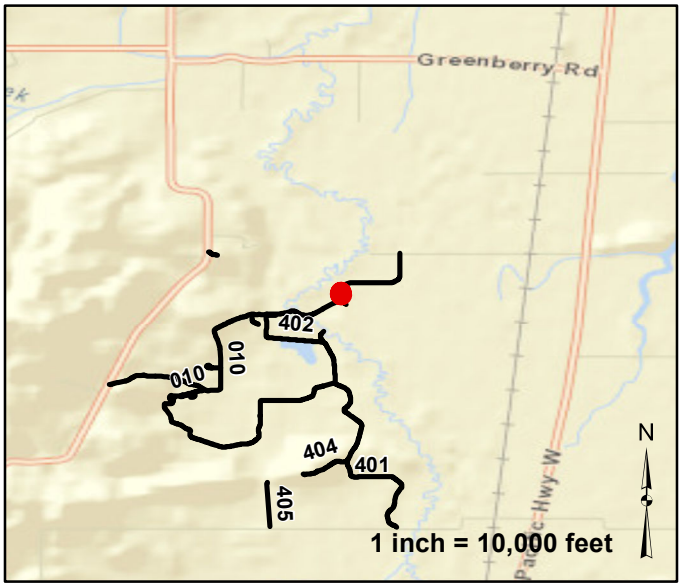
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 902

Restroom Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048907	2771	5	Good	Gravel	$500	01-09-2013	$15,700



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

- Excellent
- Good
- Fair
- Poor
- Failed

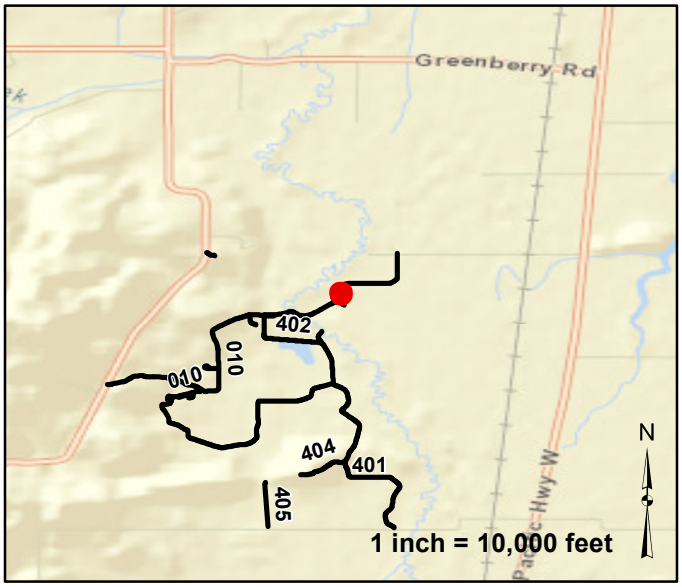
Route Number: 903

Hunter Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048993	9425	50	Good	Native	$1,600	05-24-2004	$23,000

No Photo Available



Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

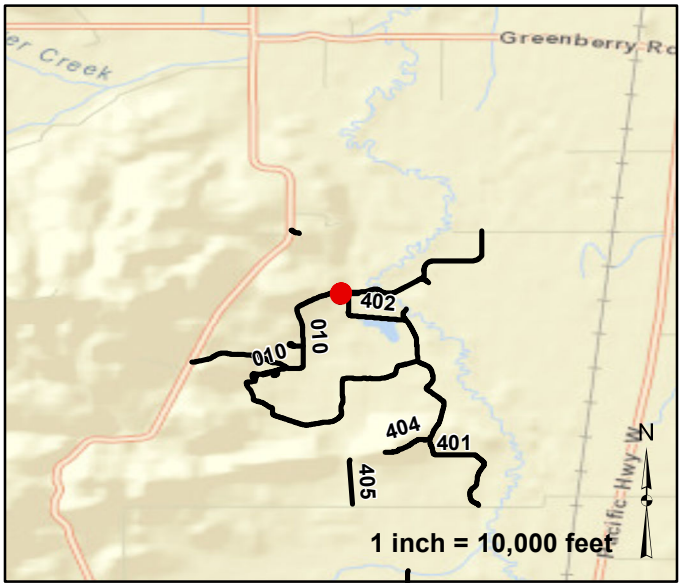
Excellent
Good
Fair
Poor
Failed

Route Number: 904

Feichter House Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048879	1960	10	Good	Gravel	$300	05-24-2004	$11,100



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

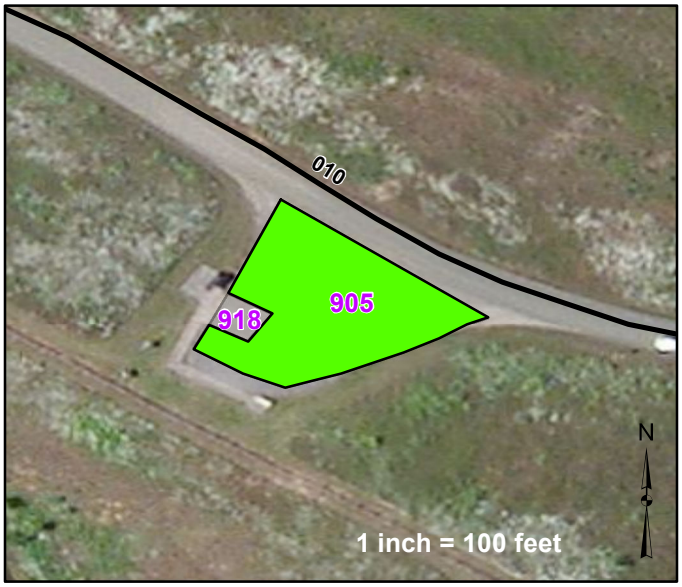
Failed

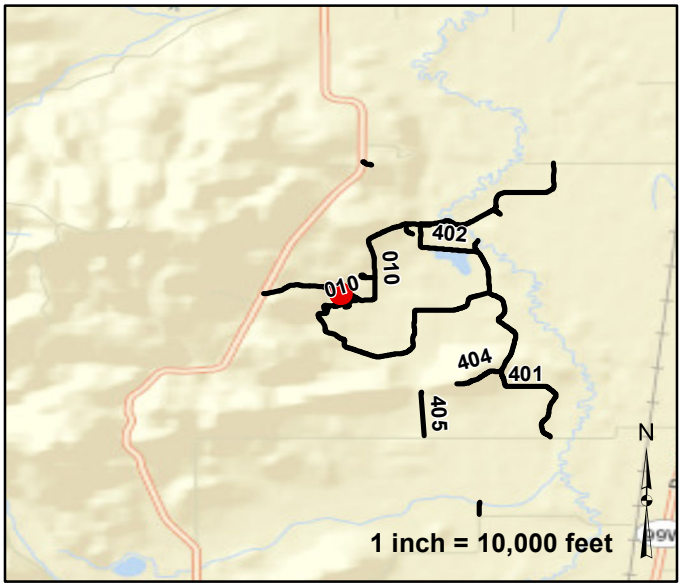
Route Number: 905

Mill Hill Trail Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048874	5206	8	Good	Gravel	$900	01-09-2013	$29,500





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

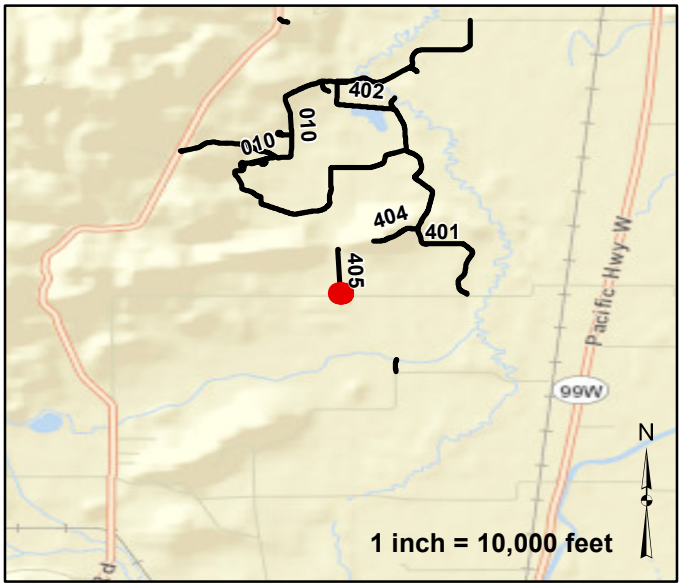
Excellent
Good
Fair
Poor
Failed

Route Number: 906

Pigeon Springs Parking

From Bruce Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048179	7275	20	Good	Gravel	$1,200	01-09-2013	$41,200



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

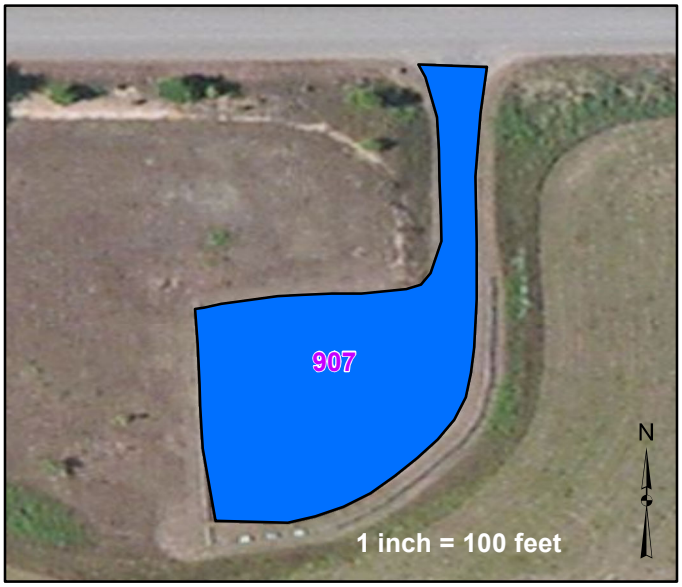
- Excellent
- Good
- Fair
- Poor
- Failed

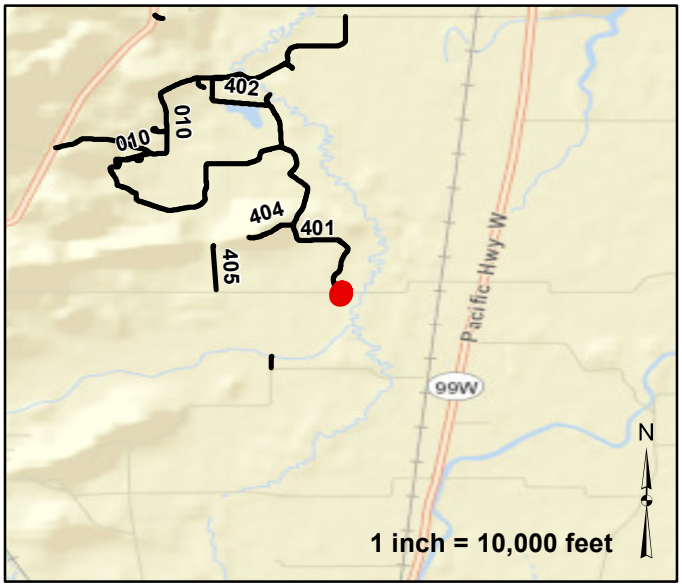
Route Number: 907

Bruce Road Overlook Parking

From Bruce Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004443	12200	15	Excellent	Gravel	$0	01-09-2013	$69,100





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

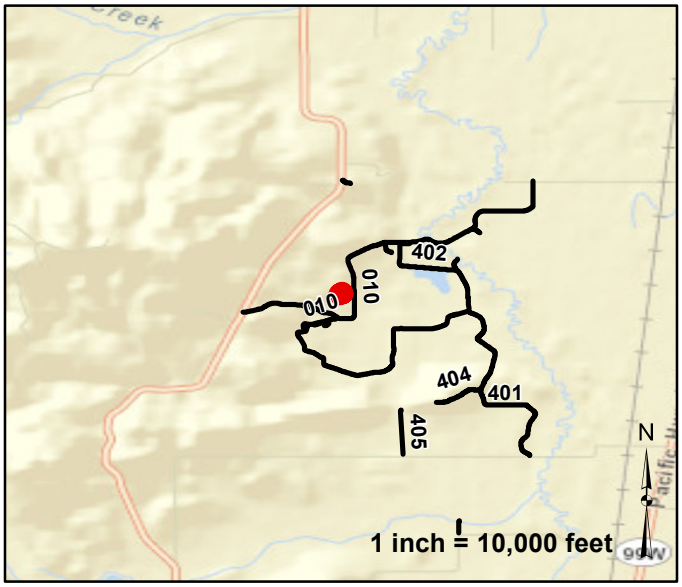
Excellent
Good
Fair
Poor
Failed

Route Number: 908

Woodpecker Loop Parking

From Woodpecker Loop Road (Route 101)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048913	2516	15	Good	Gravel	$400	01-09-2013	$14,300



Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

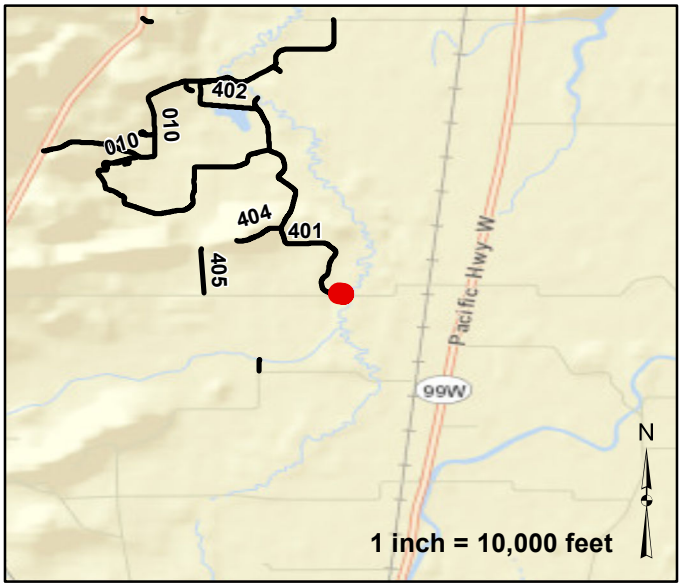
Excellent
Good
Fair
Poor
Failed

Route Number: 909

Cheadle Marsh Parking

From Bruce Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048181	5643	10	Excellent	Gravel	$0	01-09-2013	$32,000



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

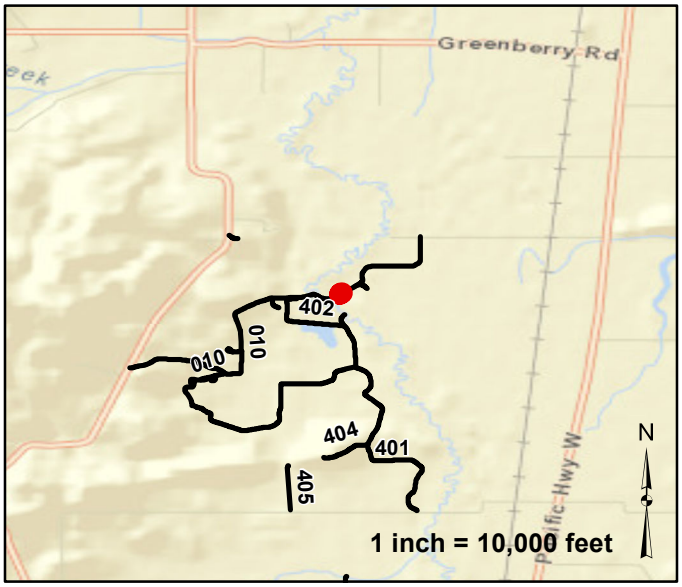
Failed

Route Number: 910

Vehicle Turnout at Turtle Flats West

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048903	1007	5	Good	Gravel	$200	01-09-2013	$5,700



Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

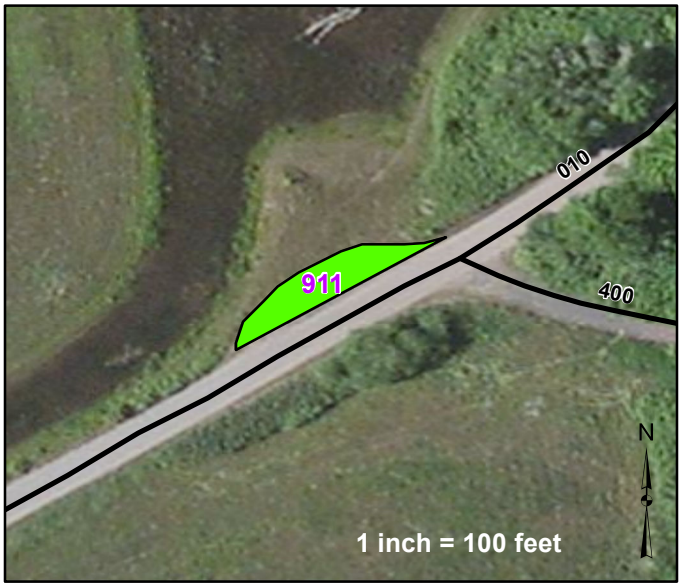
Excellent
Good
Fair
Poor
Failed

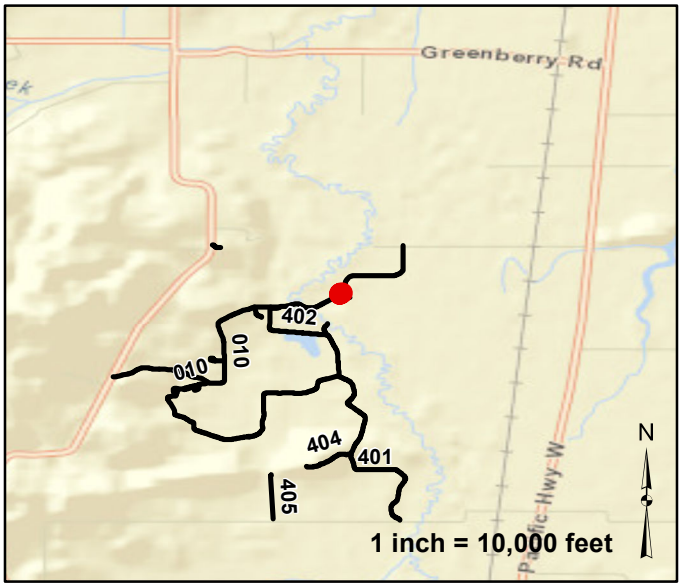
Route Number: 911

Turtle Flats East

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048881	1196	5	Good	Gravel	$200	01-09-2013	$6,800





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

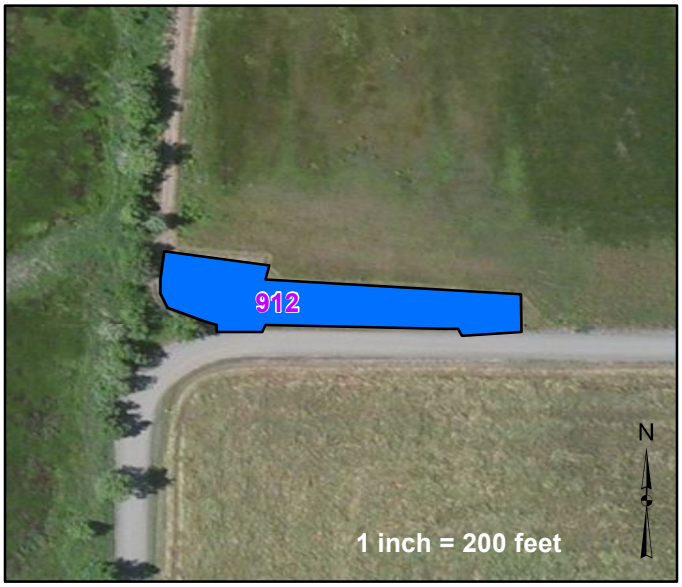
Failed

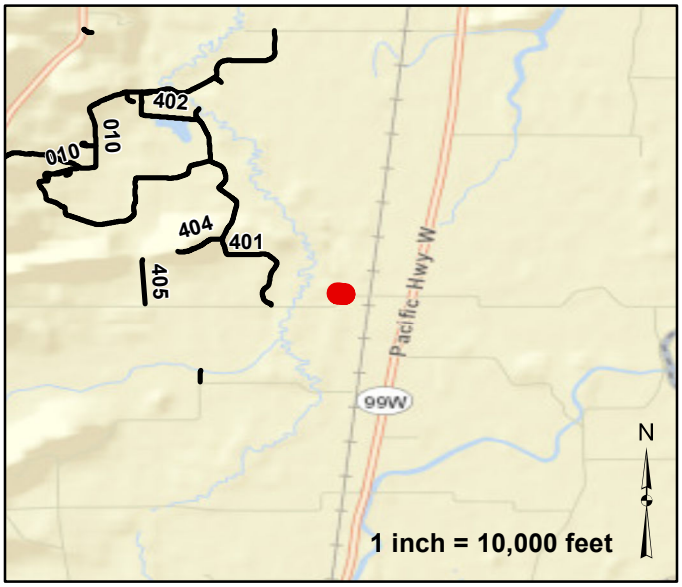
Route Number: 912

McFadden Marsh Observation Blind Parking

From Bruce Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048197	13493	20	Excellent	Gravel	$0	01-09-2013	$76,500





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

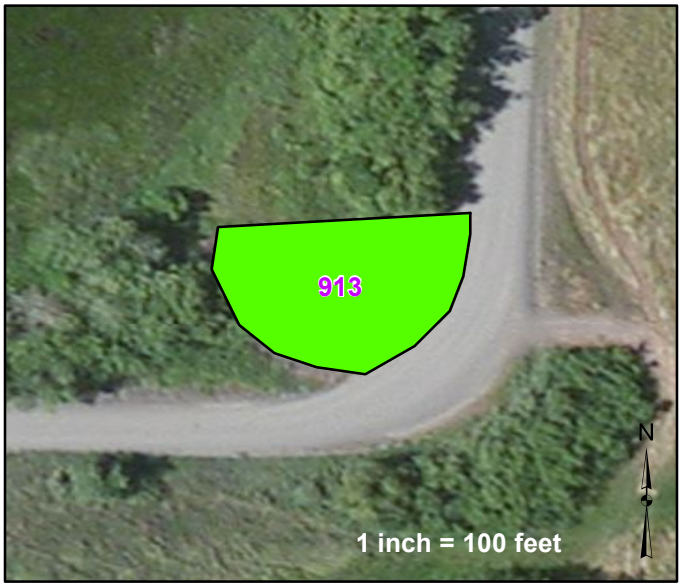
- Excellent
- Good
- Fair
- Poor
- Failed

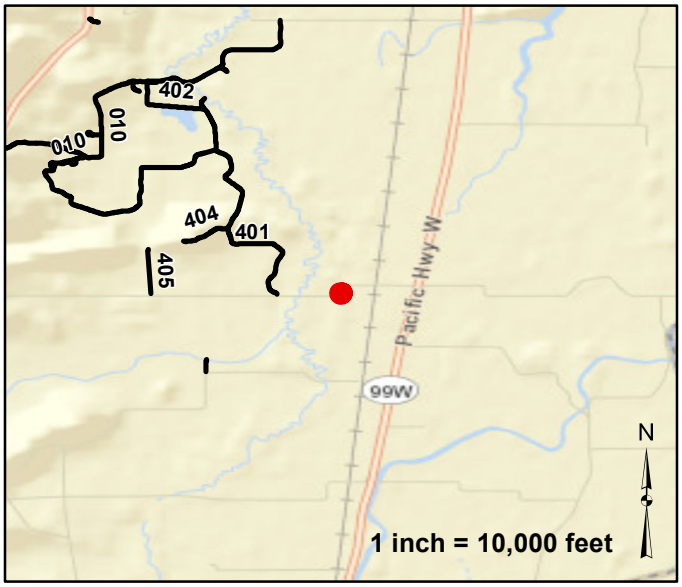
Route Number: 913

McFadden Marsh East Parking Lot

From Bruce Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048196	6085	5	Good	Gravel	$1,000	01-09-2013	$34,500





Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

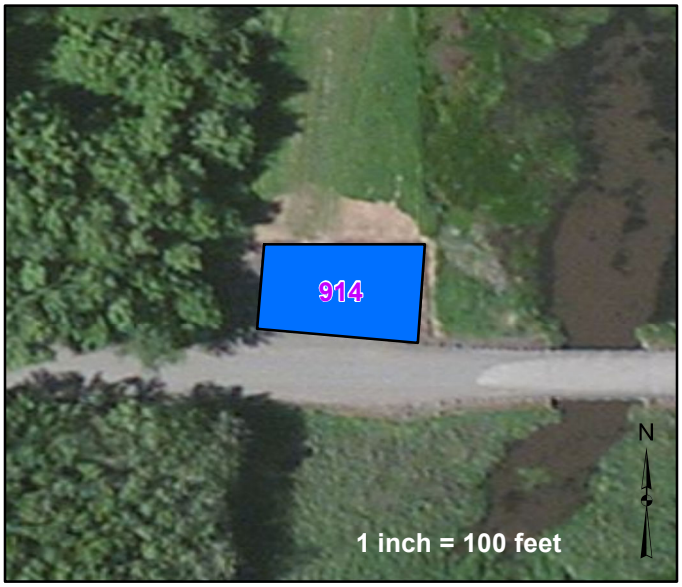
- Excellent
- Good
- Fair
- Poor
- Failed

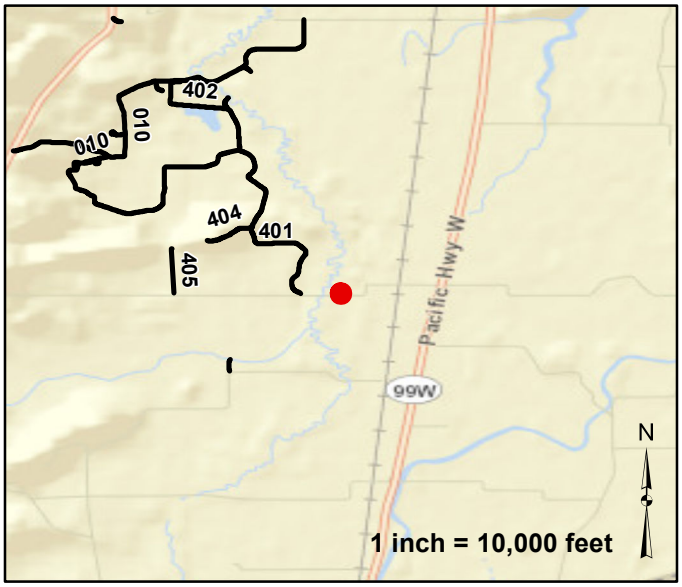
Route Number: 914

McFadden Marsh West Parking Lot

From Bruce Road

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048192	2857	10	Excellent	Gravel	$0	01-09-2013	$16,200





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

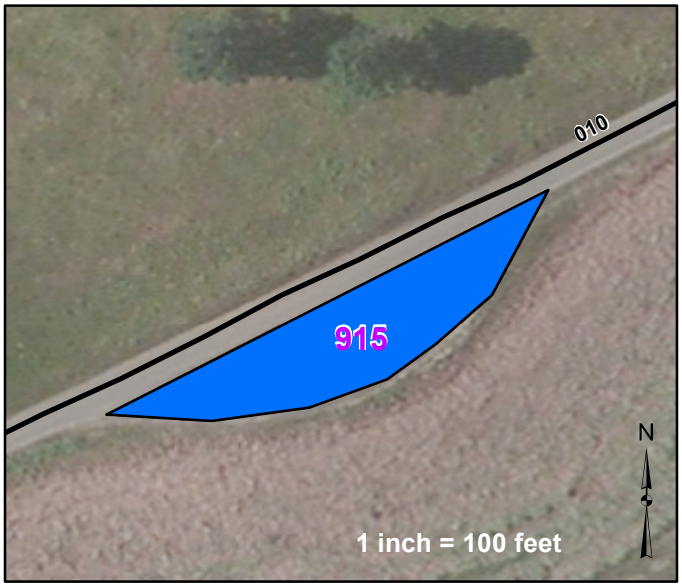
Excellent
Good
Fair
Poor
Failed

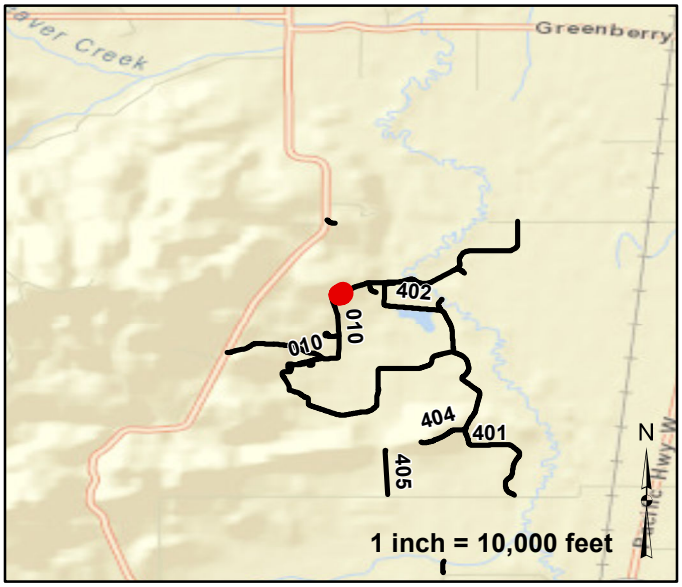
Route Number: 915

Field #22 Vehicle Turnout

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048883	5956	5	Excellent	Gravel	$0	01-09-2013	$33,700





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

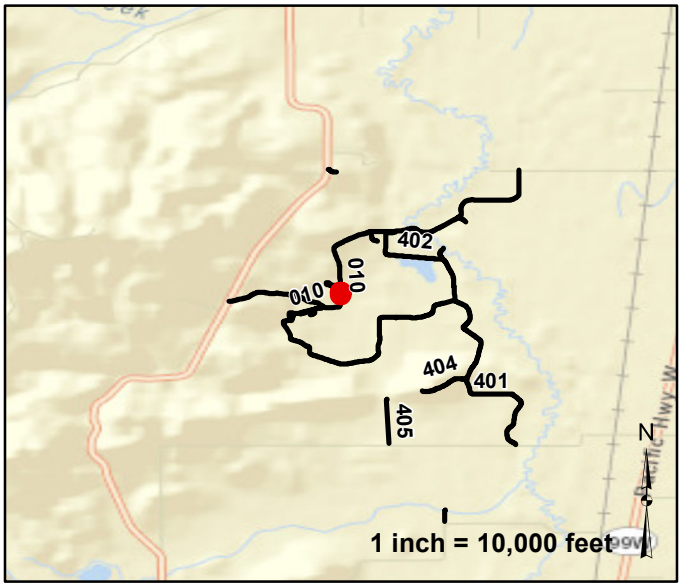
Failed

Route Number: 916

Field #4 Turnout

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048884	3766	5	Excellent	Gravel	$0	01-09-2013	$21,300



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

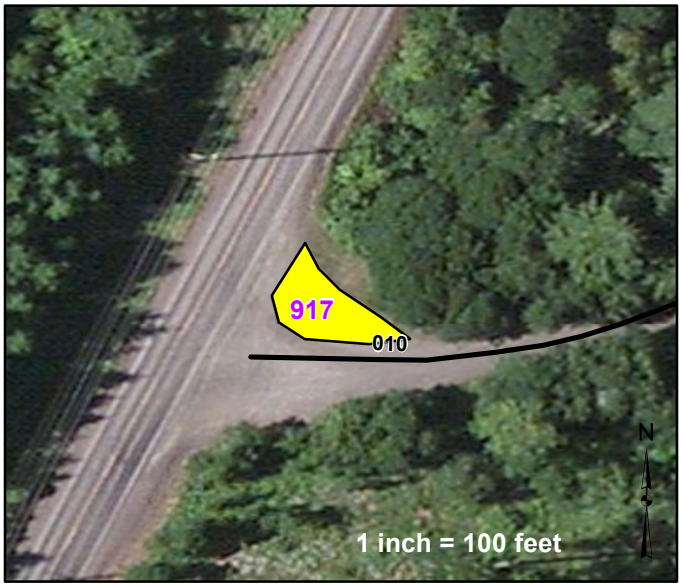
Failed

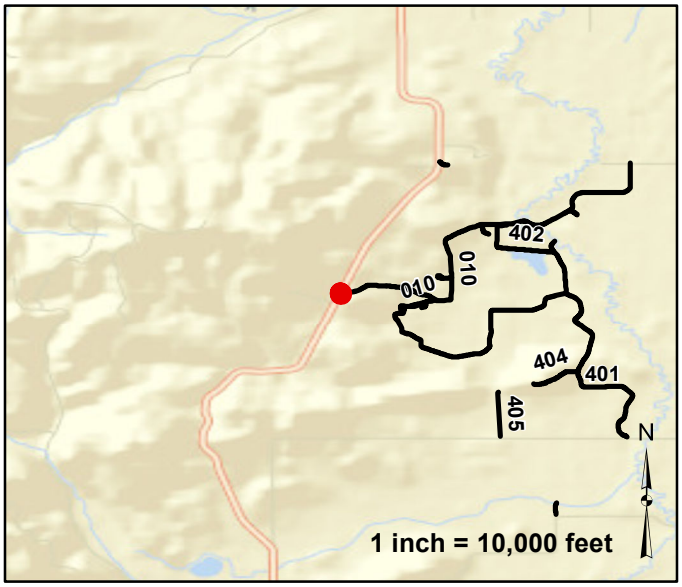
Route Number: 917

Vehicle Turnout at Bellfountain Entrance

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	1222	5	Fair	Gravel	$400	01-09-2013	$6,900





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

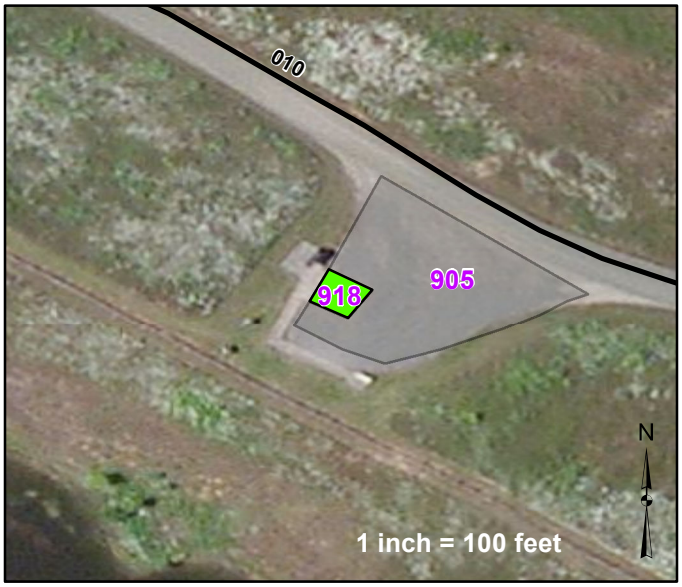
Excellent
Good
Fair
Poor
Failed

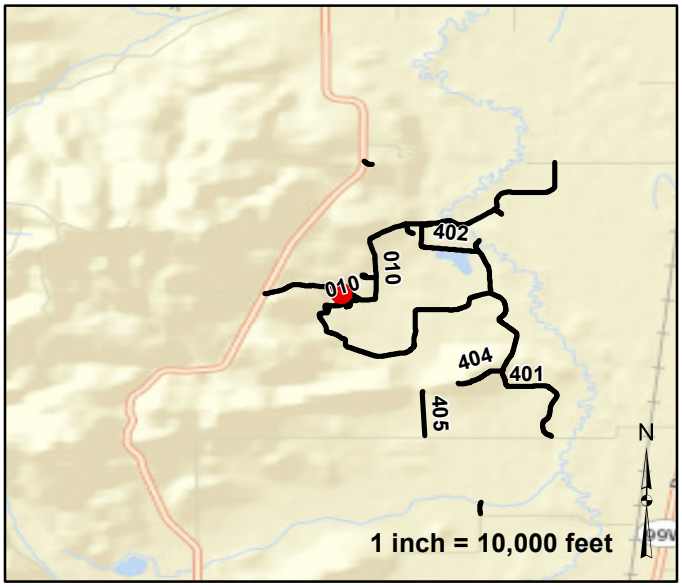
Route Number: 918

Mill Hill Trail HC Parking

From Mill Hill Trail Parking (Route 905)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	317	1	Good	Concrete	$100	01-09-2013	$4,000





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

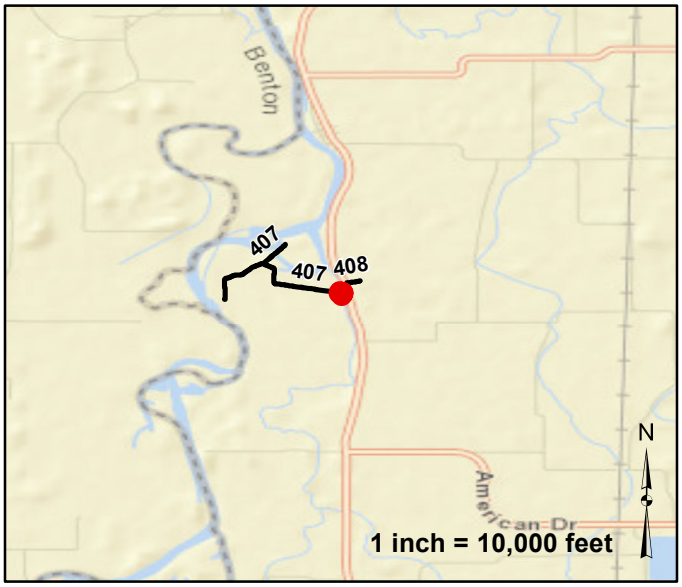
Excellent
Good
Fair
Poor
Failed

Route Number: 919

Snag Boat Bend West Parking

From Snag Boat Bend West Access (Route 104)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	10081	40	Good	Gravel	$1,700	01-10-2013	$57,100



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

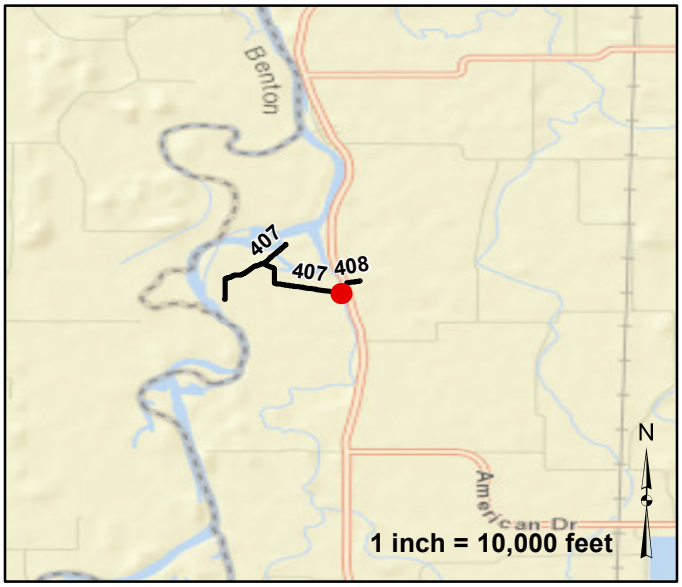
Failed

Route Number: 920

Snag Boat Bend Handicapped Parking North

From Snag Boat Bend West Parking (Route 919)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10048575	408	1	Fair	Concrete	$800	01-10-2013	$5,100



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

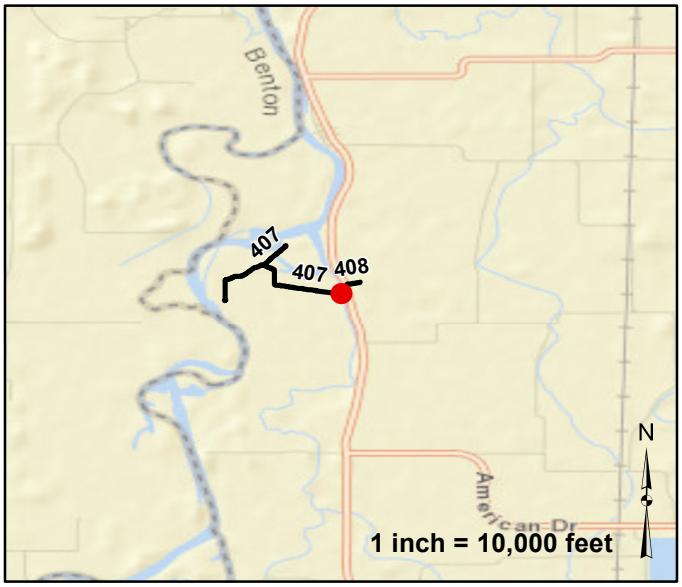
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 921

Snag Boat Bend Handicapped Parking South

From Snag Boat Bend West Parking (Route 919)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	347	1	Fair	Concrete	$700	01-10-2013	$4,400



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

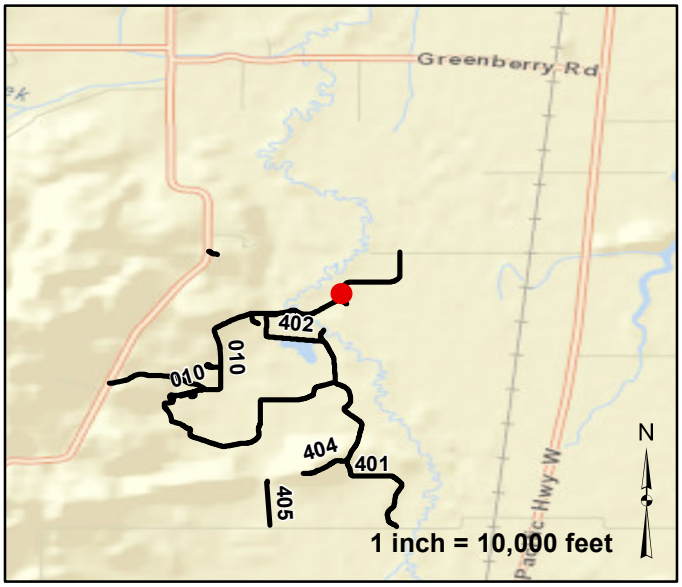
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 922

Restroom HC Parking

From Restroom Parking (Route 902)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	300	1	Good	Concrete	$0	01-09-2013	$3,800



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

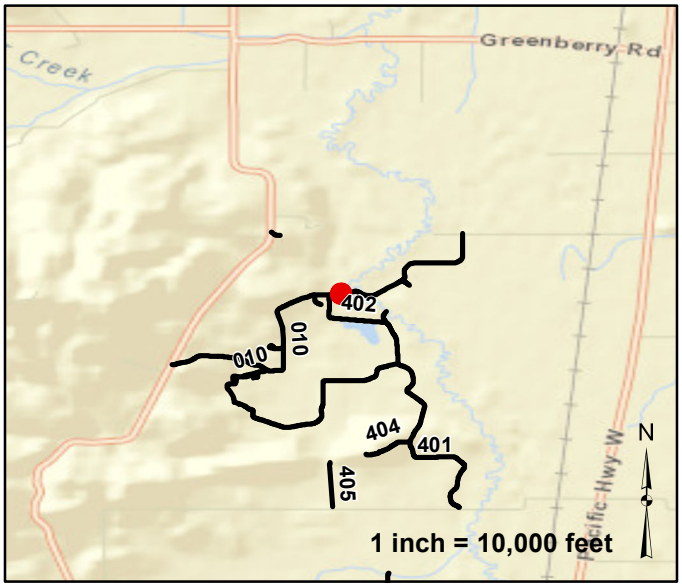
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 923

Photo Blind Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	2206	5	Excellent	Gravel	$0	01-09-2013	$12,500



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

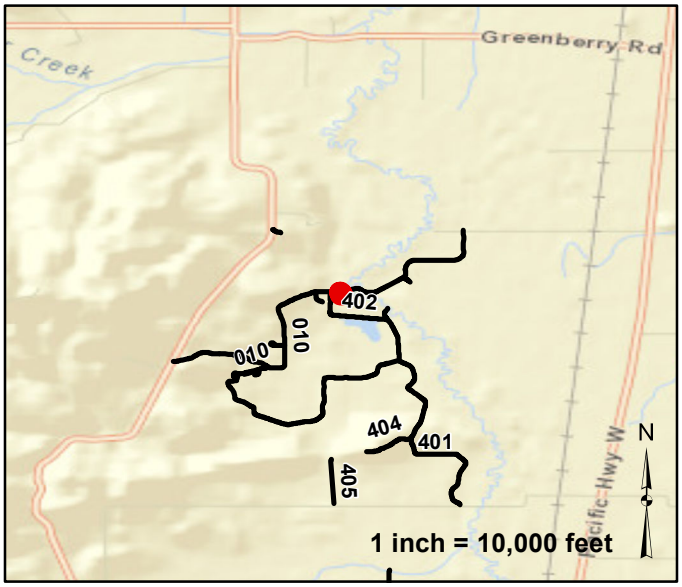
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 924

Homer Cambell Parking

From Homer Cambell Road (Route 103)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10058598	6866	10	Good	Gravel	$1,200	01-09-2013	$38,900



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

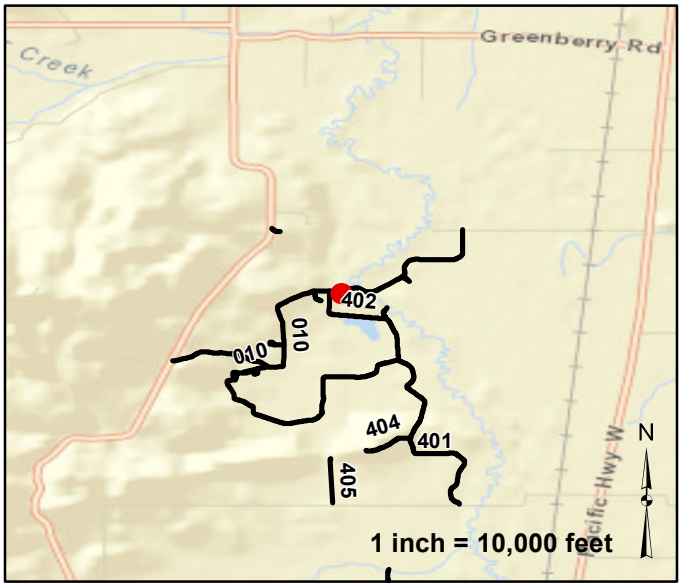
- Excellent
- Good
- Fair
- Poor
- Failed

Route Number: 925

Homer Cambell HC Parking

From Homer Cambell Parking (Route 924)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	203	1	Good	Concrete	$0	01-09-2013	$2,600



Parking

900

Other FWS roads

Features

- Gate
- Admin Bldg
- Begin Section
- Boat Ramp
- Guardrail
- Fee Station
- Visitor Center
- Other
- Problem Area
- Culvert
- Low_Water_Crossing
- Water_Control_Structure

Condition:

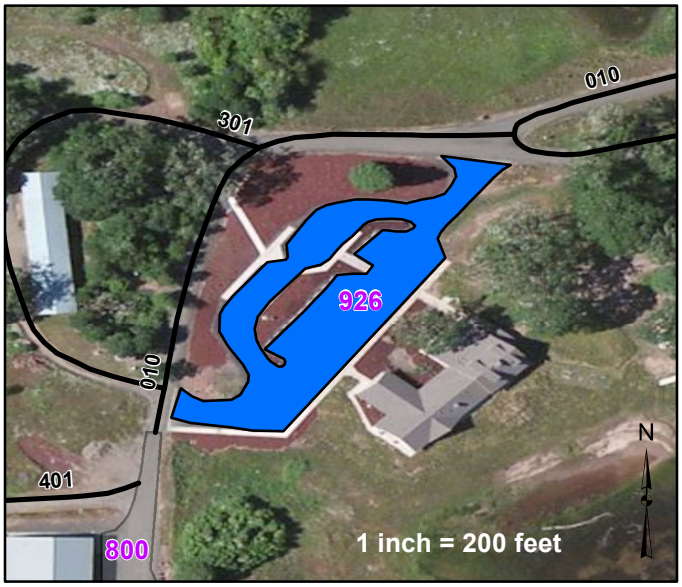
- Excellent
- Good
- Fair
- Poor
- Failed

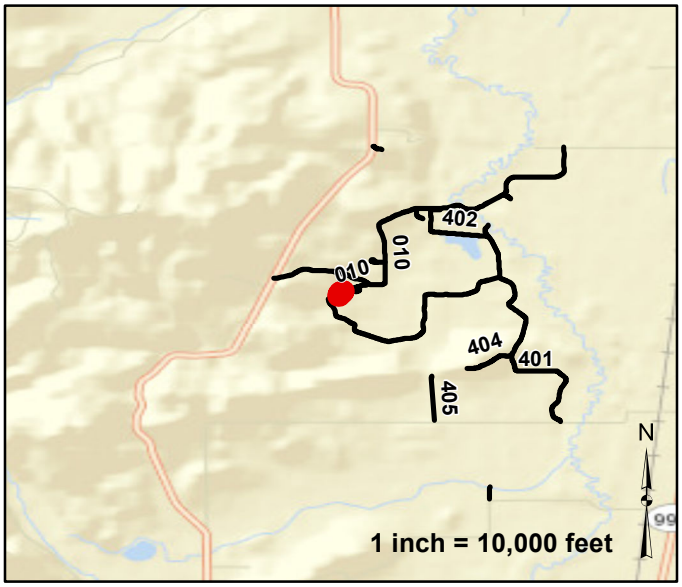
Route Number: 926

Visitor Center Parking

From Finley Refuge Road (Route 010)

Asset Number	Area (Sq Ft)	Spaces	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	22296	32	Excellent	Asphalt	$0	01-09-2013	$231,500





Parking

900

Other FWS roads

Features

Gate
Admin Bldg
Begin Section
Boat Ramp
Guardrail
Fee Station
Visitor Center
Other
Problem Area
Culvert
Low_Water_Crossing
Water_Control_Structure

Condition:

Excellent
Good
Fair
Poor
Failed

William L Finley - 13589 Bridge Inventory					
Rte #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
10	1.18	000013589-0002	950	N	N
104	0.03	000013589-0030	398	N	N

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0269 Route: 010-001-0.0
Begin Section

Photo: WIFI_C4_0271 Route: 010-001-0.01
Metal Open Rail Gate

Photo: WIFI_C4_0276 Route: 010-001-0.63
Metal WCS Flashboard Riser
50ft long 48in dia. 2ft deep

Photo: WIFI_C4_0277 Route: 010-001-0.63
Metal WCS Flashboard Riser
50ft long 48in dia. 2ft deep

Photo: WIFI_C4_0293 Route: 010-001-0.98
Metal Culvert 40ft long 48in dia. 1ft deep

Photo: WIFI_C4_0294 Route: 010-001-0.98
Metal Culvert 40ft long 48in dia. 1ft deep

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0295 Route: 010-002-1.02
Begin Section

Photo: WIFI_C4_0296 Route: 010-002-1.18
Concrete Bridge NBIS:000013589-0002
MUDDY CREEK Asset# 10004453

Photo: WIFI_C4_0304 Route: 010-002-1.43
Metal Open Rail Gate

Photo: WIFI_C4_0311 Route: 010-002-1.67
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0312 Route: 010-002-1.67
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0315 Route: 010-002-1.8
Plastic Culvert 25ft long 12in dia. 1ft deep

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0316 Route: 010-002-1.8
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0317 Route: 010-002-1.96
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0318 Route: 010-002-1.96
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0324 Route: 010-003-2.0
Begin Section

Photo: WIFI_C4_0325 Route: 010-003-2.14
Metal WCS Flashboard Riser
30ft long 48in dia. 2ft deep

Photo: WIFI_C4_0326 Route: 010-003-2.14
Metal WCS Flashboard Riser
30ft long 48in dia. 2ft deep

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0341 Route: 010-003-2.7
Plastic Culvert 25ft long 6in dia. 1ft deep

Photo: WIFI_C4_0342 Route: 010-003-2.7
Plastic Culvert 25ft long 6in dia. 1ft deep

Photo: WIFI_C4_0343 Route: 010-003-2.77
Plastic Culvert 30ft long 24in dia. 1ft deep

Photo: WIFI_C4_0344 Route: 010-003-2.77
Plastic Culvert 30ft long 24in dia. 1ft deep

Photo: WIFI_C4_0345 Route: 010-004-2.89
Begin Section

Photo: WIFI_C4_0346 Route: 010-004-3.06
Plastic Culvert 30ft long 12in dia. 1ft deep

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0347 Route: 010-004-3.06
Plastic Culvert 30ft long 12in dia. 1ft deep

Photo: WIFI_C4_0348 Route: 010-004-3.08
Metal Culvert 30ft long 24in dia. 2ft deep

Photo: WIFI_C4_0349 Route: 010-004-3.08
Metal Culvert 30ft long 24in dia. 2ft deep

Photo: WIFI_C4_0350 Route: 010-004-3.21
Metal Open Rail Gate

Photo: WIFI_C4_0366 Route: 010-005-2.47
Begin Section

Photo: WIFI_C4_0369 Route: 010-005-2.54
Metal Culvert 25ft long 24in dia. 1ft deep

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0370 Route: 010-005-2.54
Metal Culvert 25ft long 24in dia. 1ft deep

Photo: WIFI_C4_0367 Route: 010-005-2.55
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0368 Route: 010-005-2.55
Plastic Culvert 25ft long 12in dia. 1ft deep

Photo: WIFI_C4_0371 Route: 010-006-2.66
Begin Section

Photo: WIFI_C4_0372 Route: 010-006-2.76
Metal Culvert 30ft long 24in dia. 1ft deep

Photo: WIFI_C4_0373 Route: 010-006-2.76
Metal Culvert 30ft long 24in dia. 1ft deep

ROUTE: 010

Features Photographs

Photo: WIFI_C4_0374 Route: 010-006-2.76
Metal Open Rail Gate

Features Photographs

Photo: WIFI_C4_0307 Route: 100-001-0.0
Begin Section

Features Photographs

Photo: WIFI_C4_0328 Route: 101-001-0.0
Metal Culvert 50ft long 12in dia. 1ft deep

Photo: WIFI_C4_0329 Route: 101-001-0.0
Metal Culvert 50ft long 12in dia. 1ft deep

Photo: WIFI_C4_0327 Route: 101-001-0.0
Begin Section

Features Photographs

Photo: WIFI_C4_0299 Route: 103-001-0.0
Begin Section

Features Photographs

Photo: WIFI_C4_0422 Route: 104-001-0.0
Begin Section

Photo: WIFI_C4_0423 Route: 104-001-0.03
Concrete Bridge NBIS:000013589-0030
LAKE CREEK Asset# 10059557

ROUTE: 300

Features Photographs

Photo: WIFI_C4_0362 Route: 300-001-0.0
Begin Section

Photo: WIFI_C4_0364 Route: 300-001-0.01
Plastic Culvert 30ft long 18in dia. 1ft deep

Photo: WIFI_C4_0365 Route: 300-001-0.01
Plastic Culvert 30ft long 18in dia. 1ft deep

Photo: WIFI_C4_0363 Route: 300-001-0.01
Metal Open Rail Gate

Features Photographs

Photo: WIFI_C4_0361 Route: 301-001-0.0
Begin Section

Features Photographs

Photo: WIFI_C4_0284 Route: 400-001-0.0
Begin Section

Photo: WIFI_C4_0285 Route: 400-001-0.0
Metal Cable Gate

Photo: WIFI_C4_0286 Route: 400-001-0.07
Obstacle Road changes to dirt and is too wet to drive

ROUTE: 401

Features Photographs

Photo: WIFI_C4_0360 Route: 401-001-0.0
Begin Section

Photo: WIFI_C4_0375 Route: 401-001-0.22
Metal Cable Gate

Photo: WIFI_C4_0376 Route: 401-002-0.96
Begin Section

Photo: WIFI_C4_0377 Route: 401-002-1.13
Metal Culvert 20ft long 24in dia. 1ft deep

Photo: WIFI_C4_0378 Route: 401-002-1.13
Metal Culvert 20ft long 24in dia. 1ft deep

Photo: WIFI_C4_0379 Route: 401-002-1.43
Metal WCS Flashboard Riser
30ft long 48in dia. 2ft deep

Features Photographs

Photo: WIFI_C4_0380 Route: 401-002-1.43
Metal WCS Flashboard Riser 30ft long 48in dia. 2ft deep

Photo: WIFI_C4_0381 Route: 401-003-1.96
Begin Section

Photo: WIFI_C4_0393 Route: 401-003-2.17
Metal WCS Flashboard Riser 40ft long 24in dia. 3ft deep

Photo: WIFI_C4_0394 Route: 401-003-2.17
Metal WCS Flashboard Riser 40ft long 24in dia. 3ft deep

Photo: WIFI_C4_0397 Route: 401-004-2.94
Begin Section

Photo: WIFI_C4_0398 Route: 401-004-3.34
Plastic Culvert 30ft long 18in dia. 2ft deep

ROUTE: 401

Features Photographs

Photo: WIFI_C4_0399 Route: 401-004-3.34
Plastic Culvert 30ft long 18in dia. 2ft deep

Photo: WIFI_C4_0400 Route: 401-004-3.86
Metal Open Rail Gate

ROUTE: 402

Features Photographs

Photo: WIFI_C4_0382 Route: 402-001-0.0
Begin Section

Photo: WIFI_C4_0383 Route: 402-001-0.11
Metal WCS Flashboard Riser 50ft long 48in dia. 2ft deep

Photo: WIFI_C4_0384 Route: 402-001-0.11
Metal WCS Flashboard Riser 50ft long 48in dia. 2ft deep

Photo: WIFI_C4_0385 Route: 402-001-0.42
Metal WCS Screw Gate 30ft long 12in dia. 3ft deep

Photo: WIFI_C4_0386 Route: 402-001-0.42
Metal WCS Screw Gate 30ft long 12in dia. 3ft deep

Photo: WIFI_C4_0387 Route: 402-001-0.59
Metal WCS Flashboard Riser 50ft long
48in dia. 4ft deep

Features Photographs

Photo: WIFI_C4_0388 Route: 402-001-0.59
Metal WCS Flashboard Riser 50ft long 48in dia. 4ft deep

Photo: WIFI_C4_0389 Route: 402-001-0.79
Metal Culvert 40ft long 48in dia. 3ft deep

Photo: WIFI_C4_0390 Route: 402-001-0.79
Metal Culvert 40ft long 48in dia. 3ft deep

Photo: WIFI_C4_0391 Route: 402-001-1.02
Metal Open Rail Gate

ROUTE: 403

Features Photographs

Photo: WIFI_C4_0392 Route: 403-001-0.0
Begin Section

ROUTE: 404

Features Photographs

Photo: WIFI_C4_0396 Route: 404-001-0.0
Begin Section

ROUTE: 405

Features Photographs

Photo: WIFI_C4_0408 Route: 405-001-0.0
Begin Section

Photo: WIFI_C4_0409 Route: 405-001-0.0
Metal Open Rail Gate

Features Photographs

Photo: WIFI_C4_0421 Route: 406-001-0.0
Begin Section

Features Photographs

Photo: WIFI_C4_0432 Route: 407-001-0.0
Begin Section

Photo: WIFI_C4_0433 Route: 407-001-0.0
Metal Open Rail Gate

Photo: WIFI_C4_0434 Route: 407-001-0.09
Concrete WCS Flashboard Riser
25ft long 24in dia. 1ft deep

Photo: WIFI_C4_0435 Route: 407-001-0.09
Concrete WCS Flashboard Riser
25ft long 24in dia. 1ft deep

Photo: WIFI_C4_0436 Route: 407-002-1.02
Begin Section

Photo: WIFI_C4_0437 Route: 407-003-0.69
Begin Section

ROUTE: 408

Features Photographs

Photo: WIFI_C4_0439 Route: 408-001-0.0
Begin Section

Photo: WIFI_C4_0440 Route: 408-001-0.01
Metal Open Rail Gate

ROUTE: 409

Features Photographs

Photo: WIFI_C4_0262 Route: 409-001-0.0
Begin Section

Photo: WIFI_C4_0263 Route: 409-001-0.0
Metal Open Rail Gate

Photo: WIFI_C4_0264 Route: 409-001-0.07
Problem Area Trees down

ROUTE: 600

Features Photographs

Photo: WIFI_C4_0260 Route: 600-001-0.0
Problem Area
Location of Mill Hill Prarie Access Road / Overgrown

Photo: WIFI_C4_0261 Route: 600-001-0.0
Metal Open Rail Gate

ROUTE: 602

Features Photographs

Photo: WIFI_C4_0274 Route: 602-001-0.0
Obstacle Location of North Prairie Road
Asset # 10048925/ too wet to drive

Photo: WIFI_C4_0275 Route: 602-001-0.0
Metal Open Rail Gate

ROUTE: 603

Features Photographs

Photo: WIFI_C4_0405 Route: 603-001-0.0
Obstacle Location of Field 12 Access Road
Asset# 10064330/ road too wet to drive

Photo: WIFI_C4_0404 Route: 603-001-0.0
Metal Open Rail Gate

ROUTE: 604

Features Photographs

Photo: WIFI_C4_0410 Route: 604-001-0.0
Obstacle
Location of Field 55 Entrance Road/ Road is impassible

ROUTE: 605

Features Photographs

Photo: WIFI_C4_0420 Route: 605-001-0.0
Obstacle
Location of Field 64 Access Road/ too wet to drive

Features Photographs

Photo: WIFI_C4_0431 Route: 919
Metal Open Rail Gate

Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0

APPENDIX

FWS ROAD FUNCTIONAL CLASSIFICATION	
Class I	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
Class II	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
Class III	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
Class IV	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
Class V	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route.

DESCRIPTION OF RATING SYSTEM

Rating Data is collected on five different surface types: Asphalt, Concrete, Gravel, Native Improved and Native Primitive. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** – Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness –** Evenness of pavement for serviceability.
- **Drainage** – Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has a given Remaining Service Life (RSL) value (in years) based on the rating for that distress. The distress rating resulting in the lowest RSL value is considered to be the governing distress. That value is assigned as the RSL of the road segment.

Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** – Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** – Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** – A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** – Faulting and/or cracking localized to individual slabs.
- **Faulting** – Difference in elevation across a crack or joint.
- **Longitudinal Cracking** – Cracks in the pavement running parallel to road.

- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Gravel and Native Improved Rating System

Data is collected on the following distresses and conditions:
- **Cross Section (Gravel, Native Improved only)** - Roadway built so that the center is higher than the
  shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage (Gravel, Native Improved only)** - Roadside ditches and culverts to handle water flow and
  prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

Asphalt

Excellent – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

Good – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

Fair - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

Failed - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

Concrete

Excellent - New pavement. No maintenance required. RSL = 19-20 years

Good - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

Fair – Pavement has join or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

Failed - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

Gravel and Native

Excellent - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

Good - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

Fair - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

Poor - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

Failed - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent,good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10

NATIVE PRIMITIVE/IMPROVED RATING SHEET

Cross Section (Crown)*

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Roadside Drainage*

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 3"		1	2	3
Med 3-6"		4	5	6
High > 6"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

GRAVEL RATING SHEET

Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 2"		1	2	3
Med 2-4"		4	5	6
High > 4"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

Loose Aggregate

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

ASPHALT RATING SHEET

Fatigue Cracking

Severity	No Defects	Extent: Low 1 crack WP	Extent: Med 2 cracks WP	Extent: High >30% length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Edge Cracking

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
0-6" from curb		1	2	3
6-18" from curb		4	5	6
> 18" from curb		7	8	9

Longitudinal Cracking

Severity	No Defects	Extent: Low 1 crack full length	Extent: Med 2 cracks full length	Extent: High >2 cracks full length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Block Cracking

Severity	No Defects	Extent (Length): Low > 15x15' squares	Extent (Length): Med 15-10' squares	Extent (Length): High <10x10' squares
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Transverse Cracking

Severity	No Defects	Extent (ft between cracks): Low > 200'	Extent (ft between cracks): Med 200-50'	Extent (ft between cracks): High < 50'
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Utility Cuts

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.

CONCRETE RATING SHEET

Spalling of Joints

Extent (% joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

Broken Slabs

Extent (% slabs)

Severity	No Defects	Low <5%	Med 5-15%	High >15%
	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

Transverse Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

Joint Seal Damage

Extent (%joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

Faulting

Extent (Length)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

Patch Deterioration

Extent (Area)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

Corner Breaks

Extent (% of slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

Longitudinal Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

Map Cracks

Extent (Area)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9

Deficiency Ratings With Associated Remaining Service Life

Asphalt Rating Sheet

Fatigue Cracking	
Distress Rating	Remaining Service Life
0	20
1	10
2	8
3	6
4	8
5	6
6	4
7	6
8	2
9	0

Edge Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	8
8	6
9	4

Transverse Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Utility Cuts	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Longitudinal Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	8
9	6

Block Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	12
8	6
9	2

Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life
0	20
1	16
2	10
3	4

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20

Concrete Rating Sheet

Spalling	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Broken Slabs	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Transverse Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Joint Seal Damage	
Distress Rating	Remaining Service Life
0	20
1	16
2	14
3	12
4	14
5	10
6	8
7	12
8	8
9	6

Faulting	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	8
6	6
7	10
8	4
9	0

Patch Deterioration	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Corner Breaks	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Longitudinal Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Map Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	12
5	10
6	6
7	10
8	4
9	0

Deficiency Ratings With Associated Remaining Service Life

Native Primitive Improved Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED 0	POOR 1 - 2	FAIR 3 - 4	GOOD 5 - 7	EXCELLENT 8 - 10

Gravel Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

Loose Aggregate	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0